From: Tracy Tallman
To: Davis, Kris

Subject: Point Wells Comments

Date: Tuesday, May 15, 2018 6:45:28 PM

Attachments: Point Wells - Jan 18 1912 Standard Oil Barge Arrives On Sound.pdf

Point Wells - Oct 13 1912 Fertilizer Plant Enjoined.pdf

Point Wells - July 5 1912 156000 barrels of Fuel Oil Brought In.pdf Point Wells - April 9 1912 Oil Company Plans Big Storage Plant.pdf

Point Wells - March 24 1912 Oil Companies to Build.pdf

Hello,

I'm hoping this is the right place to send comments for the public record on the Point Wells project.

I am against the project in the scale proposed for the following reasons:

- 1. The project is too dense for the surrounding neighborhoods, both Woodway and Richmond Beach.
- 2. Road access is limited to and from the project area by the single-lane roads from both the north and the south.
- 3. The land there is primarily fill that was brought in when the original gas refueling plant was built in 1912 by Standard Oil.

Attached are the pages containing the articles in the Seattle Daily Times regarding the establishment of the site as a gasoline depot.

Please do not allow this project to proceed as designed. I live in Edmonds, but I own property on Richmond Beach Drive in Shoreline and do not want it destroyed.

Thank you. Tracy Tallman 24208 100th Ave. West Edmonds, WA 98020



Virus-free. www.avast.com

WATER

AIR WAS CLEAR WHEN STEAMSHIPS COLLIDED

Witnesses Declare There Was | Barge America Arrives With No Difficulty in Discerning Range Light of Strathalbyn at Time of Accident.

CAPTAIN AND CREW OF FLYER ON STAND

Declares He Saw Virginian's Lights and Sounded Whistle Warnings,

That there was no difficulty in discerning the range light of the British steamship Strathalbyn on the night of January 12, when that vessel was in collision with the steamship Virginian, was the testimony of three officers of the steamship Flyer, who were summoned today to relate their observations on the night of the accident before the marine inquiry board, consisting of Inspectors Bion B. Whitney and R. A. Turner.

Capt. James Burns of the Flyer, declared that he could see the range and masthead lights of the approaching vessel half a mile away, although he could not see the red light. It was contended by officers of the Virginian that they had seen no lights nor the vessel itself.

Captain Burns denied that the lights had been flickering or wavering, being as good, he asserted, as any oil lights. He also said that he had been able to see the boat itself when he had come nearer.

Lookout Testifies.

Harry Ashurst lookout on the Flyer, and L. Crowley, quartermaster, gave substantially the same testimony. The quartermaster corroborated the statement of the captain that he had not seen a red light, but observed the green light when the Flyer returned to the scene of the accident to render assistance if possible.

of the accident to render assistance if possible.

Most of the evidence given yesterday was by officers of the Virginian and to to see either that it had not been possible to see either the vessel itself or its lights until the collision. Captain Whitney, in his examination today, inquired particularly of the Flyer witnesses whether there could have been any mist or fog obscuring the vision of the Virginian's officers, and none were able to recall such an atmospheric condition.

H. F. Beecher, pilot of the Strathalbun, restified, however, that he had been able to see the Virginian's lights plainly and that he had sounded repeated warning before the collision took place.

STANDARD OIL BARGE ARRIVES UPON SOUND

The Standard Oil Company's new barge, Petroleum No. 2, this morning arrived in Elliott Eay from San Francisco. The Petroleum No. 2 was brought up in tow of the steamship Col. E. L. Drake, which also brought Standard Oil

Drake, which also brought standard of barge 93.

The Petroleum No. 2 is needed to assist in distributing oil to various ports on Fuget Sound. It has a capacity of 1,000 barrels of oil and carries a crew of seven men. It will be placed in commission almost immediately, making headquarters on the East Waterway. The Drake will remain on the Sound for two days. She will tow barge 93 back south.

STRATHDENE OFF WITH HUGE LUMBER CARGO

EVERETT, Thursday Jan. 18.—The British steamship Strathdene with 1.000.000 feet of lumber yesterday left for Australia.

Lumber laden the steam schooners Willamette and Tallac steamed for San Francisco.

THE WEATHER.

Observations taken at S a. m. 75th meridian time, at all stations.

	_			
	Temp, 8 a. m	state of	Wi:	rđ.
ETATIONS.	30 22	ale of weather	Direction	Velocity
	=	:	=	2
	:	:	110	4
	:	:		:
Atlantic City .	34	Pt cloudy Cloudy	311	6.0
Boston	39	Cloudy	377	6.0
Calgary		Clear	777	20.0
Denver	36	Snow Cloudy	773	4.0
Dodge City	3.6	Cioudy	117	8.0
Duluth	-10	Clear	17	8 0
Galveston	60	Cloudy	SE	1.2
Hatteras			SW	4 0
Helena Kansas City	20	Pt cloudy Cloudy Pt cloudy Cloudy Cloudy Cloudy Cloudy Cloudy Snow Cloudy	Z	4.0
Kansas City	- 18	Precioudy		18
Memphis	92	Cloudy	5 E	6.0
Montgomery	7.5	Cloudy	12	12:0
New Orleans New York	2.0	Cloudy	SW	12 0
North Yakima.	3.0	Cloudy	N	28
Oklahoma	22	Show	N	28
Phoenix	. 40	Clear	E.	4.6
			S	10.0
Tacoma	34	Cloudy	12000	0
Portland, Or		Clear Clondy	2.	410
St. Louis	7.0	Paining	17.75	18 0
St. Paul	- 4	Raining Cloudy	€'''	6:0
Salt Lake City	:::4	Clear	ZESEZ	60
San Diego	5.4	Cloudy	SE	- 40
San Francisco.	4.8	Cloudy	S	34 0
Seattle	0.6	Cloudy	N.	4.0
Spokane	12	Cloudy Clear Cloudy	-Z	10.0
Tampa		Cloudy	.E.W.	4:0
Walla Walla Washington Willisten	26	Clear Cloudy Cloudy Pt cloudy Clear Clear Clear		4 0
Williston	-26	Clear	ZW W SE	16.6
Winnipeg	-18	Clear	17-	10.0
Winniper Eagle, Alaska. Nome	6	Clear	FF.	4(4)
Nome	33.0	Cionav	N. 10	10:0
Sirks	2.4	Cloudy	NE	

winds.

Weather Forecast.

For Seattle and vicinity—Fair tonight.

Friday rain or snow, moderate northeasterly winds.

For Washington—Fair tonight: Friday fair east, rain or snow west portion.

Wind Forecasts.

For Puret Sound—Moderate northeasterly winds.

orly winds.

For Straits and Coast—Brisk easterly winds.

G. N. SALISBURY.

Section Director.

RECORD CARGO OF HERRING IN PORT

2.000,000 Pounds, Caught on Southeastern Alaska Fishing Grounds.

WILL BE PACKED UPON VESSEL AT SEATTLE

Pilot Beecher on British Vessel | When Ready for Shipment It Will Be Transported to Japan and China on Blue Funnel Steamships.

Bringing 2,000,000 pounds or 1,000 tons of herring from the Southeastern Alaska fishing grounds, the barge America was towed to Pier 8 this morning by the tug Loring, of Vancouver, B. C. The cargo was the largest of its kind ever sent out from the North.

A longshoreman, John Evans, who was on the dock looking for employment, fell into the bay just as the big barge was tying up. He was rescued. The America was formerly a fulfrigged ship. She is owned by Griffithis & Sprague, and is under charter to a Japanese syndicate.

The cargo of herring will be packed on the America here and carried on Blue Funnel liners to Japan and China.

MOVEMENT OF VESSELS

TO SAIL.

TO SAIL.

Jan. 18—Governor, San Diego, Pier D.
F. S. Loop, San Francisco via Sound
ports, Pier I?.

Jan. 19—Tuetis, Honolulu, Stream,
Jan. 20—Mexico Maru, Orient, Tacoma.
Bertha, Kodiak, G. T. P. Dock.
Strathendrick, Orient, G. N. Dock.
Jan. 21—Prince Rupert, Prince Rupert,
G. T. F. Dock.
Col. E. L. Drake, San Francisco, Standand Oll Dock.

Jan. 22—Admiral Sampson, San Francisco, G. T. P. Dock.
Wasp. San Francisco, Pier 10.
Orieric, Orient, Pier 5.
Magician, London, via San Francisco,
Pier 10.
Curacao, Skagway, Pier B.
Jan. 23—Umatilla, San Francisco, Pier D.
Eureka, San Francisco, Pier D.
Eureka, San Francisco, Pier D.
Jan. 24—Zealandia, Australia, Victoria,
B. C.
Teucer, Liverpool, via Orient, Pier S.
Alameda, Cordova, Pier Z.
Jan. 25—Missouriun, Honolulu, Pier 14.
President, San Diego, Pier D.
Titan, Vancouver, B. C., Pier S.
Maverick, San Francisco, Standard
Oll Dock.
Jan. 26—Buckman, San Francisco, G. T.
P. Dock.
Jan. 27—Hyades, Honolulu, Pier 10.
Kamakura Maru, Orient, Victoria, B.
C.
Jan. 28—Isthmian, Salina Cruz, Pier 14.

Jan. 27—Hyades, Honolulu, Pier 10.
Kamakura Maru, Orient. Victoria, B.
C.
Jan. 28—Isthmian, Salina Cruz, Pier 14.
Jefferson, Skagway, Pier 2.
Orteric, Orient. Pier 5.
Prince Rupert, Prince Rupert, G. T. P.
Dock.
Humboldt. Skagway, Pier 7.
Jan. 29—Bee, San Francisco, via Sound
ports, Pier 10.
Jan. 30—Watson, San Francisco, G. T.
P. Dock.
Chleago Maru, Tacoma, Pier 10.
Jan. 31—Atlas, San Francisco, Standard
Oil Dock.
Peb. 1—Northwestern Cordova, Pier 2.
Queen, San Diego, Pier D.
Peh. 2—Northwastern Cordova, Pier 2.
Queen, San Diego, Pier D.
Peb. 2—Northland, Sitka, Pier 4.
Feb. 5—Admiral Sambson, San Francisco, G. T. P. Dock.
Chicago Maru, Orient, Tacoma.
Feb. 4—Frince Rupert, Prince Rupert, G.
T. F. Dock.
T. F. Dock.
San Francisco via Sound
Ports, Pier 10.
Mexican, Honoluiu, Pier 14.
Peb. 6—Umatilia, San Francisco, Pier D.
Peb. 7—Buckman, San Francisco, G. T.
P. Dock.

TO ARRIVE.

Jan. 19—Umatilla. San Francisco, Pier

D.
Admiral Sampson. San Francisco, G.
T. P. Dock.
Kamakura Maru, Orient. G. N. Dock.
Humboldt. Skagway. Pier 7.
Jan. 20—Titan. Liverpool. viz Orient.
Victoria. B. C.
Victoria B. C.
Victoria D. Orden. viz Fancouver. P. Ma don, via Vancouver, B. Maxician. London, via Vancouver. B. C. Pier 10. Orteric, Portland, Ore., Pier 5. Rygia, Orient, Victoria, B. C. Algerine, San Francisco, Victoria, B.

Monteagle, Orient, Victoria, B. C. Jan. 21—Prince Rupert, Prince Rupert, Jan. 21—Prince Rupert, Prince Rupert, G. T. P. Dock.
Huddes, San Francisco, Pier 10.
Wasp. San Francisco, Pier 10.
Curacao, Skarway, Pier 2.
Missourian, Salina Crun, Pier 14.
Alameta, Cordova, Pier 2.
Jan. 22—President, San Diego, Pier D.
Teucer, Tacoma, Pier 8.
Jan. 23—ritan, Liverpool, via Orient,
Pier 8.
Buckman San Francisco Pier D.
Monteagle, Orient, Victoria, B. C.
Maverick, San Francisco, Standard Oil
Lock.
Jan. 25—Isthmian, Salina Crun.

Jan. 25—Isthmian, Salina Cruz, Pier 14.

Jan. 25—Jofferson, Skagwav, Pier 2.

Gueen, San Francisco, Pier D.

Chicago Maru, Orient, Victoria, B. C.

Jan. 27—Watson, San Francisco, G. T.

P. Dock,

Rygia, Orient, Pier 5.

Jan. 23—Bee, San Francisco, Pier 10.

Atlas, San Francisco, Standard Oll

Dock,

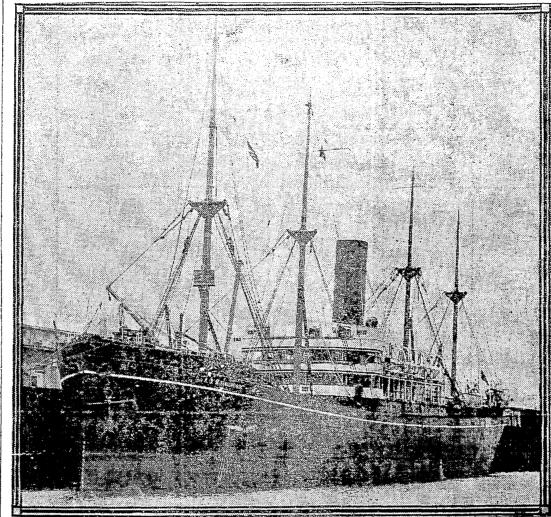
Victoria, Seattle Drydock, Sevard, Heffernan's, Enx, Stream, Duxbury, Duwamish River, City of Puebla, Seattle Drydock, City of Seattle, Pier A. Dolphin, East Waterway, Princess Adelaide, Seattle Drydock, Dirico, East Waterway, M. F. Plant, Commercial Street, Doncaster, Bellard, Bertha, Pier I. Governor, Pier D. Alpena, Ballard, Virginian, Heffernan's, Latouche, Seattle Brydock, Their, Stream, Rurnside, Pier II. Amur, Commercial Street, Strathendrick, G. N. Dock, Col. F. L. Drake, Sundard Off Dock, Petroleum, No. 2, Standard Off Dock, Willia A. Holden, Ballard.

Tides at Seattle Tomorrow.

First high water . . . 6:30 a. m., 14.6 ft.
First low water . . . 11:15 a. m., 12.6 ft.
Second high water . . . 3:03 p. m., 12.8 ft.
Second low water . . 11:17 p. m., 0.7 ft.

The Steamship Hartington, now unform Norfling to the Steamship Hartington, now unform Norfling to All Bremerton from Norfling to Lower Control of the Steamship Hartington, now unform the Steamship Hartington, now unform the Steamship Hartington, now unform Norfling to All Bremerton from Norf

Kamakura Brings Half Million Worth of Silks



STEAMING up the Strait of Juan 6c Puca after a rough passage across the Pacific, the Nippon Yussen Kaisha liner Kamakura Maru at 11 o'clock this morning reached Victoria, B. C., on her way to Seattle, and will arrive at the Great Northern Dock late tonight or early tomorrow morning.

At Victoria the Kamakura Maru has

fabrics. The incoming freight totals 3,500 tons and is made up of Oriental goods and general merchandise.

For her outward voyage, which is scheduled to start January 27, the Kamakura Maru will be crammed with freight. She will take approximately 6,000 tons, mostly composed of flour, cotton and grain.

BRITISH SLOOP-OF-WAR LEAVES SAN FRANCISCO

The British sloop-of-war Algerine. Commander A. K. Jones, R. N., yesterday left San Francisco for Esquimalt. B. C. The Algerine spent a week at the Golden Gate and Mayor Rolph went on board to extend a welcome to Commander Jones. the officers and crew on behalf of the city, saying: "Commander Jones, the city of San Francisco welcomes you to her harbors and appreciates its privileges in being your host. I offer you the friendly welcome of the city and also a wish for the health and happiness of His Britannic Majesty. King George V."

The Algerine left Victoria, B. C., November I and spent ten days at Acapulco, Mex., where she parted company with the sloop-of-war Shearwater which is making the southern cruise to visit the lone islands of the South Pacific. Calls were made at Manzanillo and other Mexican ports and a good stock of parrots was taken on hoard.

When the Algerine next Saturday arrives at Esquimalt she will be recommissioned and Commander Jones, his officers and crew will return to England.

WHALEBOATS WILL BE BUILT AT NAVY YARD

Official authority for building three thirty-foot whaleboots at the navy-yard at Bremericon has been given. They will be the first small craft to be constructed at the yard for some months.

Word has been received by officials of the yard that the United States cruiser New Orleans, which on January is steamed from Yokehama for Bremericon, arrived at Honolulu January 1. The New Orleans is expected at the navy-yard about February 1. After her arrival she will be placed in reserve.

DEEP SEA VESSELS

DEEP SEA VESSELS

VOKOHAMA. Jan. 17.—Arrived ss
Henley: previously. Awa Maru. Kumeric
and Panama Maru. from Scattle: China.
from San Francisco.

LIVERPOOL. Jan. 18.—Arrived. 58
Crown of Castile. Grom San Francisco.
SAN PRANCISCO. Jan. 11.—Arrived.
ss Thomas L. Wand. from Beilingham.
Brooklyn. from Bandon: Westerner, from
Astoria: Buckman. from Scattle: Hoolulan. from Honolulu: Salied. 58 Wilhelmina. for Honolulo: U. Scollier Prometheus, for Gueyaguit.
HONOLULU: Jan. 17.—Arrived. 58 Hilonian. from Scattle.
SAN PEDRO. Jan. 17.—Arrived.
ss President. for San Diego.
PORT SAN LUS. Jan. 17.—Arrived.
ss Oleum. from Scattle: Roma, from
Vancouver. B. C.
SAN FRANCISCO. Jan. 18.—Arrived
ss Maverick, from Portland. at 2 a. m.
Jan. 17.—Arrived. soir Vega. from
Sannak Island: ss Damera, from Buenos
Ayres; Atlas and harge 55, from Scattle;
bittn Archer. from Roche Harbor.
VICTORIA. B. C., Jan. 18.—Arrived.
ss Kamakurs Maru. from Volohama, at
11 a. m.
COMOX. B. C., Jan. 17.—Sailed. ss

VICTORIA. E. G., dan. 18. A. S. Kamakura Maru, from Yokohama, at 11 a. m.

COMON, B. C., Jan. 17.—Sailed, ss Zealandia, and Strathlyon, for Vancouver, B. C.

VANCOLVER, B. C., Jan. 18.—Arrived, ss Strathlyon and Zealandia, from Comox.

mox. PORT TOWNSEND, Jan. 19.—Passed in. ss Col. E. L. Drake, and harge 90,

mox.

PORT TGWNSEND, Jan. 18.—Passed in, as Col. E. L. Drake, and harge 92, from San Francisco, at 9 a. m. Jan. 17.—Arrived, sebr Balloa, from Kaimini, Passed in, large America in town of tug Pioneer, from Yes Bay, for Scattle, at 6 n. n.; as F. S. Loop, at 10:06 n. n.; Salied, sehr Balboa, in tow of tug Prosper, for Winslow, at 2 n. m.

WINSLOW, Jan. 17.—Arrived, sehr Balboa, from Kaimini, Talona, Arnued, se Crewn of Gallela, from Scattle, Schremeiten, at noon, Arrived, se Crewn of Gallela, from Scattle, Jan. 18.—Arrived, increasing Spattle, in tow of tug Pioneer, from Yes Bay, at 8 a. m. Jan. 17.—Salied, ss Crown of Gallela, for Tacoma, at 4:06 p. m.

ALLEYA DOME.

ALASKA PORTS.

KETCHIKAN, in. 16.—Arrive Humbold, southbound, at 5 p. m. Ex Humbold, southbound, at 5 p. m. EXACWAY, lan. 16.—Arrived, at 5 p. m. Ex Curacao, from Seattle, at 5 25 p. m. Ex Curacao, for Seattle, at 5 16 p. PROM WEATHER EVERAU.

TATOOSH ISLAND, Jan. 18, noon—Cloudy; wind east, thirty-four miles an noon. 8 a. m.—Clear; wind east, thirty-six miles an hour. 8 a. m.—Clear; wind east, thirty-six miles an hour. Passed in, as Col. Drake with hee 93, at 16000 p. m. last night; a steamship at 6 a. m. Passed out, a schooner, probably the Samur, at 5000 p. m. last night. Jan. 17, 4000 p. m.—cloudy; wind cast, twenty miles an hour. Passed out, as Queen at 12:00 p. m.

D. M. CLALLAM BAY, Jan. 17.—Passed in, a four-mast baid-headed schooner, probably the J. H. Bruce, at i p. m. FORT CRESCENT, Jan. 18.—Passed in, a four-most steamship (Kanakura Maru?) at 7 a. m. Noon-laward str. apparently of "Strath" line, at 10:40 a. in.

COLLIER PROMETHEUS LEAVES FOR GUAYAQUIL

SAN FRANCISCO. Thursday, Jan. 18.

The United States collier Prometheus, Captain Newell, yesterday, left for Guayaquil. The big collier has been here for several weeks, and it was rumored for a time that when she sailed it would be for China, where she would join the Facific fleet of cruisers. With the departure for the coast of South America, this rumor and others tending to send the fleet to the Orient are buried. The cruiser Maryland sailed for Guayaquil from Honolulu Sunday. The Prometheus has orders to follow the fighting ship and keep her supplied with fuel.

Because they abandoned the vessel lessie Minor in Nelson's Lagoon. Alaska, shortly after chartering her from Walter Jorgensen, the latter has been given judgment by Judge Robert S. Bean in the United States circuit court for the value of the vessel, \$7,000, the balance due on the charter, his salary as master and his passage money. \$50. The ship arrived and the Northern port June 27, 1911, and the packers then canceled the charter. The vessel drifted ashore August 1, 1911, and was wrecked. It was held that the company was responsible for the loss and had thwarted the master's attempt to bring the ship back to this port.

United States Customs Inspector E. E.

master's attempt to bring the ship back to this port.

Thited States Customs Inspector E. E. Enlow is here from Monterey with an account of a seizure of opinm in that ciry which will, he declares connect Mack Tin Loy, one of the wealthlest Chinese in the state, with an opinm smurghing conspiracy extending from Canada to Mexico.

Mack now is being held at Salinas under \$7.000 honds for alleged complicity in bringing Chinese into the United States.

The opinm cache, with popers and evidence the inspector believes, will prove of great interest, were found in a safe-

dence the inspector believes, will prove of great interest, were found in a safe deposit hox in a Monterey bank. There were seven five-tael this of optium which. Enlow says, were brought across the Mexican lines. Its discovery was due to a scrap of conversation which he overheard on the Monterey beach.

NOTICE TO MARINERS

NOTICE TO MARINERS

Official notices of Interest to mariners have been issued as follows:

"Oregon and Washington—Columbia River—Channel west side buoy. 2, first-class can, found in a sinking condition January 15, was relieved same date.

"Oregon—Willamette River — Swan Island bar lower and Swan Island bar upper lights, structures damaged and lignts temperarily discontinued January 15. Will be repaired and lights relighted as soon as practicable.

"Stevens Point light, structure carried away and light extinguished January 14. Will be replaced and light relighted as soon as practicable."

Six transatiantic steam navigation computies—three British, two German, and one Scandinavian-American, arraking steps to lay down dock yards at Seattle in view of the opening of the Panama Canal.

Make the Liver Do its Duty

Nine times in ten when the liver is right the stemach and bowels are right.

CARTER'S LITTLE

LIVER PILLS gently but firmly com gently but firmly compeled lazy liver to do its duty.

Cure Constipation, Indigestion, Sick

Headache, and Distress after Eating. Small Pill, Small Dose, Small Price Genuine mustbear Signature



SEATTLE CONSTRUCTION & DRY DOCK CO. SHIPBUILDERS - ENGINEERS

Structural Steel Mining Machinery Lumber Manufacturers

Call and See Our WEEK'S TWO-LINE SHOVEL

SEATTLE MAILS FOR ALASKA AND ORIENT

The mails from this city for Southcastern Alaska. Southwestern Alaska
and the interior, the Orient Philippine
Islands, Australia, New Zealand and
Hawailan Islands close at the local postoffice on the following days and hours:
Skagway and Southeastern Alaska—
Curacuo, January 2%; Jefferson, January
28.

Curacuo January 22; Jeferson, January 28; Valdez and Southwestern Alaska—Alameda. January 24: Northwestern, February 1; Alameda, February 8; Northwestern, February 16; Alameda, February 24.

Kodiak, Seldovia and Southwestern Alaska—Bertha, January 20.

Orient—Mexico Maru, January 11, at moon: Mongolia, January 21, at moon: Teucer, January 24, at 12:01 a. m.; Kamakura Maru, January 25, at 7:35 a. m.; Nippon Maru, January 28, at 7:35 a. m.; Chicago Marus, February 2, at noon.

Australia (except Western Australia) and New Zealand—Zealandia, January 24, at 7:35 a. m.; Aorangi, February 5, at 11:30 a. m. Hawaii — Mongolia, Zealandia and Nippon Marus, as above: Honolulan, January 25, at 11:30 a. m.; Sierra, January 25, at 11:30 a. m. Sierra, January 25, at 11:30 a. m. Thilippine Islands—Mongolia, Teucer and Nippon Maru as above: Thomas, February 2, at 11:30 a. m.

MARINE MOTES

MARINE NOTES

The steam schooner Willamette, with thirty-five passengenrs, is scheduled to leave for San Francisco late this afternoon or this evening. She is one of the line of passenger-carrying steam schooners for which W. C. Dawson & Co. are local agents. The steel steam schooner Francis J. Leggest is scheduled to sail Sunday afternoon for San Francisco. She is loading lumber at Blaine and Everett.

The steamship Nebraskan, of the American Hawaiian line, yesterday sailed for Salina Cruz with cargo for New York and Atlantic Coast ports.

The Norwegian steamship Titania, which left Puget Sound January 7 for Melbourne, and the Norwegian steamship Hornelen, which left Columbia River January 6 for Sydney, have been taken by J. J. Moore & Co., on time charter, to load lumber at San Francisco and Seattle for Australia. They will both load coal at Newcastle for San Francisco after their present voyage.

The French bark St. Louis, 128 days out from Newcastle-on-Tyne for San Francisco, was spoken November 15 in latitude 20 south, longitude 161 west.

The French bark La Perouse, twenty-six days out from Shields for Columbia River, was spoken December 21 in latitude 50 north, longitude 2 west.

Both vessels are consigned to Balfour, Guthrie & Co.

The American Ship Nunanu, which put into Stanley, Falkland Islands, last November, badly damaged, has been surveyed and ordered discharged and repaired. The work will cost about \$12,600 and take ten to twelve weeks. The schooner Pearless, now at Guaymas discharging a cargo of lumber from Grays Harbor, has been chartered for railroad ties from Columbia River for Guaymas.

The British steamship Inverkip left Antwerp January 14 for Scattle with caree consigned to Henry Lund & Co. On her arrival she will load lumber for Abstralla for the American Trading Company

The British steamship Creftsman of the Harrison line has been placed on the berth at Antwerp to load for Seattle in place of the Crown of Castile. She will leave Antwerp February 2.

the Harrison line has been placed on the berth at Antwerp to load for Seattle in place of the Crown of Castile. She will leave Antwerp February 2.

TARO ORDERED TO RECOVER DIAMOND

Attorney George Olson this morning was appointed by Judge A. W. Frater in the superior court, general administrator of the extate of Jee Taro, the chauffeur wine was shot and instantly killed by his unidentified passenger on the night of July 28 last at Twenty-third Avenue and East Cherry Street. The extate of an automobile and the Bast Cherry Street. The extate of sail owing on the Packard car and that Ben Taro, a brother of the clarater decimand. Provided the diamond realizing \$200 on it, which sum was applied to funeral expenses and pressing lieus on the automobile. Judge Frater severely criticised Ben Taro's act of pawning a portion of the estate of pawning a portion of the estate without authority and directed Olson to have Taro regain possession of the diamond vithout delay or Taro would be punished. Lena Taro, a sister, was named special administrator is death.

SHORE LAND HOLDERS CAN'T CONTROL FISHING

U. S. District Court Rules That All Citizens of State Have Equal Privileges if Statutes Are Observed.

VALUABLE GROUNDS NEAR SAND ISLAND AFFECTED

esses of Upland Without Right to Prevent Others From Taking Salmon From Water in Front of Their Property.

That owners of shore lands have not the exclusive right to control fishing, before their property was the text of a decision handed down yesterday by Judge George Donworth, of the United States district court in Tacoma, terminating a case which has been under dispute since 1908, that of the Columbia River Packers' Association versus former State Senator H. S. McGowan and four other fishermen.

The land in question was that on Sand Point, or Sand Island, situated in the Columbia River. The plaintiffs held lease right to this property from the government, and refused to permit several dozen fishermen, some of whom had used it since 1900, to fish in the river before it. The case was complicated because the shifting of the river altered the contour of the shore; and the location of the island, whether in the state of Oregon or Washington was fought as high as the United States Fishing Rights Valuable.

Fishing Rights Valuable. Tishing Eights Valuable.

The fishing rights near Sand Island were regarded as among the most valuable in the Northwest, because of the large quantities of salmon that could be caught by nets at that point. After the packers' association acquired the lease to the island, they obtained an injunction restraining the fishermen from fishing off the shore.

Had the decision been adverse thousands of fishermen who had followed the same practice, of fishing off shores which they did not own, would have been compelled to seek deep water or quit business.

pelled to seek deep water or quit business.
Judge Donworth held that the right to fish was common to all citizens of the state, as long as they compiled with federal and state laws governing licenses and other requirements. He declared, in fact, that the owner of the upland had no superior or greater right in the water in front of and adjoining his land than any other citizen who might comply with the regulations, whether that owner be the state itself or a private person.

or a private person.

A number of Seattle persons were interested in the case, among them Dorr & Haddley, attorneys representing McGowar, and Herbert W. Meyers and C. Dalton, who represented Seaborg and Sandstrom, fishermen. Welsh & Welsh, of South Bend, were associated with Dorr & Haddley in the defense, and the plaintiffs were represented by Fulton & Fulton, of Portland, Ore.

WRECK CALLS ATTENTION TO NEED OF JETTY LIGHTS

ASTORIA. Thursday. Jan. 18.—The accident which befell the schooner Admiral in colliding with the Columbia River jetty has served to revive discussion regarding the necessity of having a light located at the end of the big breakwater as a warning to vessels approaching the river at night or during thick weather. The general opinion seems to be that there should be a bell buoy there and either a light maintained on the jetty itself or a ras buoy located near it. During the past few years several large steamships have had narrow escapes from striking the jetty.

ALASKA PACIFIC LINER ARRIVES; ANOTHER SAILS

The departure this afternoon of the steamship Watson for San Francisco will be followed tomorrow morning by the arrival of the Admiral Sampson, another Alaska Pacific liner. and the Grand Trunk Dock, which until leased by this company, was standing almost idle, will continue to be the scene of activity it has been since January 1. The Watson took out a good sized passenger list and a full cargo of general freight, the shipments for California continuing to be close to the capacity of all vessels in that trade.

SCHOONER COLUMBIA MAKES FAST VOYAGE

ABERDEEN, Thursday, Jan. 15.—The schooner Columbia has arrived from Callao to load lumber. The Columbia is known as one of the speedlest sailing craft on the Coast, and made the passage in forty-two days, being beaten just one day by the schooner Wilbert L. Smith, recently on the harbor. The Columbia was on the harbor last January and since then has made a trip south from Puget Sound. She is taking lumber for the West Coast.

SEATTLE YACHT CLUB ELECTS ITS OFFICERS

Directors of the Seattle Yacht Club Tuesday night elected A. V. Comings secretary for another year, named Fred Brinton treasurer, and George Clinton Congdon judge advocate. George E. Butts was chosen fleet captain, and Dr. Thomas Mesdag, fleet surgeon. The new house committee will be composed of Henry Hensel, J. F. Jacoby and Bennett Moore.

MUST DESIGNATE PLACE THEY WANT

Councilmanic Candidates Are Warned by Assistant Corporation Counsel.

STEAMSHIP GOVERNOR WILL BE OVERHAULED

Pacific Coast Liner Leaves for South Tonight on Her Last Voyage Prior to Annual Ship Cleaning,

WORK TO BE DONE IN SAN FRANCISCO

Queen Will Take Run of Crack Passenger Vessel for Two Round Trips While Latter Is Out of Commission,

On her last journey before her annual overhauling, the Pacific Coast Steamship Company's liner Governor tonight is scheduled to leave for San-Francisco, San Fedro and San Diego, taking 300 passengers for the California ports. She will undergo her overhauling at San Francisco, the steamship Queen taking her place for two round trips.

hanling at San Francisco, the steamship Queen taking her place for two round trips.

The Queen has been operating on the schedule of the City of Puebla, which is repairing here the damage caused by an explosion of a cylinder last month off Port Townsend. Her repairs will be completed soon after February 1, but one trip, that on which she is scheduled to leave Seattle January 30, has been canceled and there will be no salling on that date. The City of Puebla will resume her schedule on February 12.

A full cargo of freight, including a number of automobiles taken south by Seattle people for touring California, will go out on the Governor. When the big liner lays up in San Francisco Capt. N. E. Cousins and other officers of the Governor will start on their annual vacations. No extensive repairs will be necessary on the Governor, as she is in first-class shape and will only require the usual painting, general overhauling and inspection.

DOCK STRIKES CAUSE LEAN SHIPPING YEAR

During 1911 arrivals of steamships at Boston from foreign ports numbered 1,079. In 1910 there were 1,068 arrivals. These figures include coastwise steamships from provincial ports and from the West Indies. The difference in favor of 1911 might have been greater had it not been for the dock strikes in Europe and the health and war conditions in Italy. Then, also, only one Cunarder, the Franconia, ran in the service for several months, owing to the accident to the Ivernia. There were 320 arrivals of sailing vessels from foreign ports during the year, including 398 schooners, eighteen barks and thirteen ships. During the previous fwelve months sailing craft arrivals included 317 schooners, twenty-two barks, sevenships and one brig. Passenger traffic from allen ports totaled 111,631, including 55.27 saloon, 18.548 second cabin and 27,888 third class passengers. In 1910 the total number of passengers arriving was 128,568, there being 58,231 saloon, 16,645 second class and 64,293 steerage. The large decrease was due principally to the failing off in the number of immigrants arriving from Europe. While saloon traffic foll off to the except the saloon traffic foll off to the except tent of 3,000, the number of second cabin of more than 2,000. There were only thirty-one stowaways in 1911, as compared with fifty in 1910.

SCHOONER C. A. THAYER LIBELED FOR \$9,000

SAN FRANCISCO, Thursday, Jan. 18.—Salvage of \$9,000 on the schooner C. A. Thayer is asked in a libel filed by E. S. Hicks, managing owner of the steam schooner J. B. Stetson, The Stetson picked up the Thayer twenty-five miles north of Cape Mendocino in a sinking condition, and brought her into port here. The application sets forth that the rescue was made at great peril to the Stetson, her crew and cargo.

How Wrinkles Are Caused—and Removed

(From American Home.) "Why did no one think of this before?" writes a clear-thinking reader.
"Wrinkles are caused by the skin becoming loose. Obviously the remedy is
to tighten the skin. Equally it is obvious that the only thing which will
tighten the skin is a powerful astrin-

gent.
"Now, it is well known that the only powerful astringent which is absolutely harmless and beneficial as well, is pure harmless and beneficial as well, is pure powdered saxolite, obtainable from any druggist. Dissolve one ounce in a half pint of witch hazel. Bathe the face in it daily and—behold! The result is almost magical. The skin becomes firm and smooth, the face feels smug, comfortable and solid, instead of loose and flabby. Simple, isn't it? As I asked—why did no one think of it before? "One should be careful, however, to use no other astringents than pure saxolite, as the former do no good and are really injurious more often than not."

really injurious more often than not." The Intenso GAS ARC

HAS REVOLUTIONIZED STORE LIGHTING



Main 6767

same as daylight. Installed

Colors show

free of charge to consumer.

Our illumi-

nating engineer is at your service.

Seattle Lighting Co. 1314 Fourth Avenue

Ind. 67

REALTY AND TRADE SITUATION IN SEATTLE AND NORTHWEST

OIL COMPANIES BUILD FOR NEEDS OF FUTURE

Two Great Corporations Erect Storage Tanks at Wells Point, Anticipating Opening of Panama Canal.

SOME FOR FUEL OIL, OTHERS FOR GASOLINE

foreign Company Sees in American Automobile and Motor Boat Trade Chance to Sell Its Product.

illing the increased business that the first few years will bring to the Northsest, two great corporations whose business is the sale of oil in its various form from from the have been building ar Richmond Beach oil storage tanks hich will be completed within the next xty days and which will make their where the first to be prepared for the sening of the Fanama Canal. One of these corporations is the Westmers the first to be prepared for the sening of the Fanama Canal. One of these corporation, is the Westmers that the sening of California. The other a foreign corporation, variously sown as the American and Oriental Oil company, the Asiatic Oil Company and the Shelley-Royal Dutch Company and the Shelley-Royal Dutch Company side by side the Wells Point, fourteen miles north of acth.

The Standard Oil Company improvements of the standard oil Company improve-

Beach
The Standard Oil Company improvements represent the greater investment and are in a further advanced stage of construction. The company has forty-seven acres of land, of which twenty acres, the site of the improvements now building, is filled-in land.

Ambitious Program Begun.

The company now is constructing the first unit of what it plans to make eventually the largest and finest oil-distributing plant in the country. This consists of six tanks for the storing of ruel oil for steamships, the tanks having a total capacity of 300,000 barrels. Four of them will have a capacity of 55,000 barrels each. Two have been completed and the two others are nearing completion. Two smaller ones will be for measuring tanks. The tanks alone will cost \$60,000.

A dock 400 feet long also has been completed. With a depth, at the end, off forty feet of water at extreme low tide, it will accommodate the largest vessels afloat.

A concrete pump house, almost finished, will be equipped with two pumps, each of which will discharge fuel oil into steamships at the end of the dock at the rate of 2,000 barrels per hour. A concrete boiler house, now building, will be equipped with two builers of 100 horse-power each.

A spur track 960 feet long, connecting with the main line of the Great Northern Railway, will give the company as great facilities in land transportation as its splendid dock facilities will give it on water. A bove the track the company owns seventeen acres of land which rises to an elevation of 300 feet, and on which spring water is abundant. A pipe line will be built to furnish water for the boiler house and for the accommodation of steamships taking on oil.

Site Was Long Wanted. Ambitious Program Begu

Site Was Long Wanted.

The Standard Oil Company, for years, as been seeking a site for a storage lant from which to distribute to varius parts of the Northwest. The need f such a site became even more appart after the beginning of work on the anama Canal. After an investigation fall points on Puget Sound had been tade, representatives of the company interpretatives of the company in the company of the company shey were returning to Seattle disapointed with the results of their trip. Deep water, shelter and the possibility of filling in land made the site ideal, and a tract was purchased for \$47.000. ffi-

The transfer of the size of the storage of the s

Roreign Investors Well Rated.

The foreign corporation, known by various names in various climes, is one that is new to American business. It is the owner of vast oil properties in Sumatra, in the Dutch Indies, and is backed by Holland capital, commonly supposed to be that of the Rothscilds. Its business in Seattle and the Northwest will be conducted through a subsidiary corporation known as the Indian Oil Refining Company. The company's representative in Seattle is J. C. Var. Eck. now in San Francisco.

Like the Standard Oil Company, the Asiatic Oil Company will specialize, but where the American corporation will handle only fuel oil at its new plant for some time, the foreign corporation will deal in gasoline exclusively. The reason is that the demand in America for gasoline for the past two years has been greater than the supply, and in gasoline the foreign corporation has the only product for which it can find market in America.

The gasoline, refined in Sumatra and said to be the finest in the world, is barred from sale in India by laws prohibiting its use. America, on the other hand, through the growth of the automobile and motor boat industry, offered splendid opportunities. Not more than from 5 to 8 per cent of crude petroleum hecomes gasoline on refining, and since the motor car and motor boat became popular the proportion has not boen, sufficient to supply growing wants.

Receiving Station for Gasoline. Poreign Investors Well Rated.

Receiving Station for Gasoline.

The Asiatic Company is building six tanks, which will have a total capacity of 140,090 barrels, and which will become an importing station for the receiving and storing of bulk cargoes of gasoline. Work already is well under way and the tanks will be filled during the coming summer. The tanks will cost \$160,000. In their construction 500 tons of steel will be used. Two of the tanks will have a capacity of 27,500 barrels each.

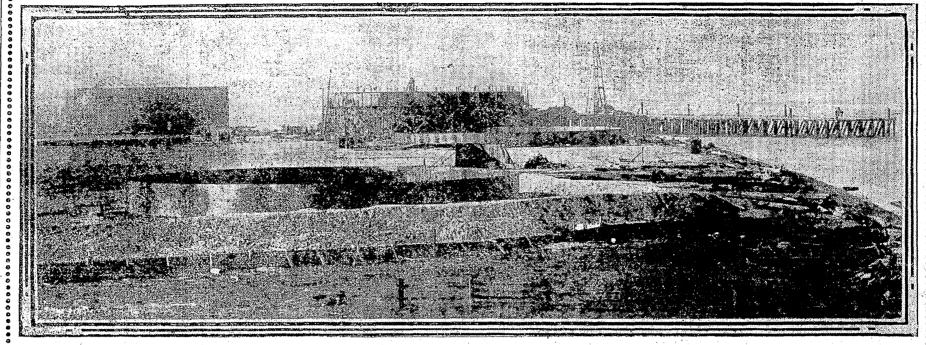
tanks will have a capacity of 37,500 bar-rels each.

The contract has been let for a dock 250 feet long and for dolphins to accom-nodate steamships which will moor there and pump gasolinic into the tanks on shore. The dock will be completed

on shore. The dock will be completed in May.

There will also be built a number of tributary stations or depois in Seattle and surrounding cities, which the Wells Point station will supply by means of tank cars, these stations in turn delivering direct to trade.

Tanks Building at Wells Point for Standard Oil PLANS FOR FOUR NEW



CATHEDRAL SCHOOL **NEARING COMPLETION**

Four-Story Structure for St. James Parish Will Be Ready to Receive Children After Easter Vacation.

INDOOR PLAYGROUND IS UNIQUE FEATURE

Situated on the Top Floor, Atmosphere and Equipment Will Be That of the Usual City Playfield.

FINISHING touches will be put on the new cathedral school of St. James parish during the coming week,

of segregating the boys and girls, and will be equipped with all of the apparatus found on the ordinary playfield. The outdoor atmosphere is obtained through a number of openings five by ten feet, which make the top floor practically open. Wire screens will cover the openings, preventing the possibility of accidents through falling.

The school will be open to children of both sexes and of all grades, and for the students that attend it will supplient the public schools. At first its functions will be limited to the primary and intermediate grades, but later the curriculum will cover the usual high school branches.

The present term of school, the first the parish ever has maintained, is held at St. Rose Academy. Broadway and Madison Street. The equipment will be moved during the Easter vacation, after which the students will resume their studies in the new building.

FREE TOLLS WANTED BY SEATTLE SHIPPERS

Transportation Bureau of Chamber of Commerce Believes American Vessels Should Be Exempt From Tax

CANAL WORTH PRICE

Assertion Is Made That to Tax Ships in Coastwise Trade Generation Pay Bill.

Messages urging the necessity of allowing American vessels engaged in coastwise traffic to use the Panama Ca-

tremendous voyage was completed and the Oregon arived at her destination.

Our Eyes Opened.

"Had we been at war with any first-class power, our unprotected Pacific Coast would have been attacked and our West Coast cities destroyed before assistance could have been rendered. This opened our eyes to the situation. I have no hesitancy in stating that this largely influenced our action in taking the great enterprise in hand. Therefore, if my reasoning is correct, the greatest end to be obtained in huilding this canal was self-protection—the ability to defend ourselves from all quarters at the same time.

"What was the next great end to be obtained? Manifestly to stimulate and greatly increase our interstate commerce by water; to allow the manufacturers and producers of one section of the country to freely, speedily and cheaply ship their products to another

The Ends Sought.

FOR DEFENSE ALONE

Would Be to Make Present

lowing American vessels engaged in coastwise traffic to use the Panama Canal, when completed, without the payment of tolls, recently were sent by the transportation bureau of the New Seattle Chamber of Commerce to members of the House of Representatives' committees on interstate and oceanic commerce and to Washington's representatives and senators at the national capital. The messages were sent by W. A. Mears, manager of the transportation bureau, following a meeting of the members, who declared that the subject of free tolls is one on which rests the future of Paelfic Coast shipping.

Members of the bureau and Mr. Mears, its manager, take the standpoint that the advantages of the canal alone for defensive purposes in time of war fustify its construction; that free tolls are required to build up a waning merchant marine, and that to tax American ships engaged in coastwise trade would be to impose upon the present generation the task of paying the entire cost of the great enterprise.

"Everyone remembers the necessity of calling the Oregon from this coast to Cuba at the outbreak of, the Spanish-American war," says Mr. Mears; "the sensational run she accomplished the feeling of relief that came over every patriotic American when that tremendous voyage was completed and the Oregon arived at her destination.

The Ends Sought.

"These were the two great ends sought. There were many other ends, sought. There were many other ends, such as the promotion of trade between the ports of the United States and the ports on both sides of South America, and, of more particular importance, perhaps, the opening up to New York and other Atlantic Coast ports of a shorter route to the ports of Australia, New Zealand, China, Japan, India, the Straits Settlements and all other Oriental countries. It is therefore astonishing that writers on the Atlantic Coast should support the idea, as they have done, that the commerce of the various states of the Union should be hampered by a canal toll of \$2 a ton, simply with the avowed purpose of preventing a diminution of the revenue of transcontinental railroads.

"The United States spends millions of dolars annually improving our rivers and harbors. It is a thing that should be done. But what would the citizens of any community say; what would they will improve your rivers and harbors, but the people who are most interested—those living in the territory immediately affected—must pay the bill?"

Some Deadly Parallels.

and the contiguous territory should pay
the bill?

"What about tolls through the St.
Mary's Falls Canal, commonly known as
the Soc Canal? The state of Michigan
built it. The government took it over
and enlarged it, expending large sums
of money on it. In 1885 an act was
passed by Congress abolishing all tolls
on government-owned canals and thirty
years after that date the government
took this canal over from the state of
Michigan and spent its money on it.

"Why did the government pass that
legislation? What would a New York
shipper think about imposing tolls on
his traffic through it? Whiat would he,
or anyone else in the United States,
have said should even the idea of taxing
interstate commerce by an imposition
of tolls been broached? There are no
tolls charged on either the Erie Caral
or the Welland Canal.

Why the Charge?

why the Charge? then, can any man, Babson, in an article rk Times, September 1

Canal for our coastwise traffic should be \$2 a ton? How can he advocate any charge?

"Why should not New York be as anxious as Poston, Philadelphia, Baltimore, Savannah, Charleston, Mobile, New Orleans or Galveston and the cities of the Pacific Coast to prevent any trammels, any exactions, any tolls to be placed on our interstate commerce?

"The one reason, and the only reason that seems to be advanced is that unless a toll is imposed perhaps the transcontinental railroads might be injured. It is my belief that that possibility will work out as it has in Germany, where the government owns both railroads and canals. There it is fully understood that the canal routes are meant for the transportation of sugar, sait, iron and commodities that do not require haste in their transportation, and are not 'seasonable goods.' Rail tariffs, therefore, are fixed with no idea of competing for such traffic, the roads in creasing the traffic on those commodities that must be handled by the swifter service.

Canal Is to Assist.

Canal Is to Assist.

service.

Canal Is to Assist.

"It is not the province of our government to protect the railroads from the advantages to be derived by our cwn people by the building of our own caral, and thus to defeat one of the prime objects of its construction. We are constructing the canal to assist our people in intercommunication; let no one say that it shall be so operated as to defeat that one of the aims for which it is being constructed.

"Let us not, moreover, be in such a hurry to lay the tax for all this on the present generation. Let us give ourselves a show—the very people now living, who conceived and warranted the execution of this great task. It makes no difference whether the canal pays its cost of operation or not. We have constructed our naval defense in time of war. We shall no longer be forced to send our Dreadnoughts around Cope Horn in time of emergency.

"This alone is worth what it costs to operate the canal, whether we charge anybody any toil or not. It is certainly worth enough to us living Americans, so that we may allow ourselves the privilege of utilizing in our own ships and under our own flag, our own property free of charge to the Americans who use it."

	1911.	1912.
mos.	380,150.270.04	\$86,570,920.64
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r. 2	. 2,453,666.91	2,261,652.43
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r. 4	. 1,385,85C.22	2.562,364.67
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r. 7.	. 1,959.825.25	1.669,235,75
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r. 10.	. 1,510,492.98	Sunday
r. 11.	1,948,646.82	3,788,294.18
r. 12.	. Sunday	2,272,495.63
r. 13.	2,276,353.92	2.288,510.07
r. 14.	2,231,758.84	2,112,198.78
г. 15.	1.824,427.35	1,744,739.26
r 16	1.856.272.23	2 017 303 72

BANK CLEARINGS.

NATION DEPENDS ON SEATTLE FOR HALIBUT

From Queen City Goes Nine-Tenths of All This Fish the Country Consumes, Says Government Agent.

WATERS OF ATLANTIC ALMOST FISHED OUT

Catch There So Light That Even New England Now Is Forced to Draw on Supply of Pacific Coast.

379 pounds of hallbut, valued at \$1,486,468.

"Alaska's catch last year amounted to 17,315,571 pounds, and was worth \$822,370. There were employed in the industry in Alaska last year sixty-two vessels, valued at \$685,570. In addition to eighty-seven power boats and launches under five tons, valued at \$150,525. The industry gave employment to 651 persons. The troll line used alone was worth \$32,282.

"Last year, for the first time in the history of Alaska fishing, there was a floating freezing plant in operation. This was the Metha Nelson, which was brought up from San Francisco. She was stationed at Kodiak, where she froze both salmon and ballbut, The experiment was so successful that she is now outfitting at San Francisco, preparing to go back for the coming season.

Structures Contemplated Will Cost \$870,000, Further Indicating Big Year in Construction Work.

BUILDINGS ANNOUNCED

COST OF LARGEST WILL EXCEED HALF-MILLION

Washington Securities Company Will Erect First Unit of Building to Cover Block in Regrade District.

oleted by June 1. WEEK'S BUILDING PERMITS

Building permits issued by the city building department for the week ending Friday. March 22 numbered 229, representing total estimated costs of \$148,730. Fifty-six of the number were for detached residences, representing estimated costs of \$75,200. Could Be Worse.

Civilization hasn't demoralized the human race nearly as much as it might have.

New School Built by St. James Cathedral Parish

HOME PROPERTY AND

mentini-pineed noise properties and aconsistent and healthy call for acreage and ranches.

Their office has made the following sales during the past ten days:
Twenty-nine acres at Snoqualmie, from George Holt to E. F. Agren, \$3,200.
Resale of same property from E. F. Agren to Henry Dillman, \$3,500.
One acre at York Station, Seattle, to E. F. Agren, \$4.500.
One hundred and sixty acre wheat ranch in North Dakota to George Holt, \$3,000.
Lot 22 in block 1, May Addition, with six-room and two-room cottages, from Charles Johnson to A. Botting, \$2,700.
Twenty-five acres at Maple Valley, to Thomas H. Cann. Jr., \$1,250.
Two acres, Hadley's Acre Tracts, to Catherine Johnson, \$900.
Lot 12, block 15, York Addition, with cottage, to H. E. Williams, \$2,600.
Part lots 7, 8 and 9, block 27, Wood's South Shore Division Green Lake, to Catherine Grass, with seven-room modern house, \$4,500.

DEPOT FOR WALLA WALLA

The Northern Pacific Railway Company is preparing to build a \$50,000 depot in Walla Walla. Approximately \$150,000 more will be spent in new tracks and yards.

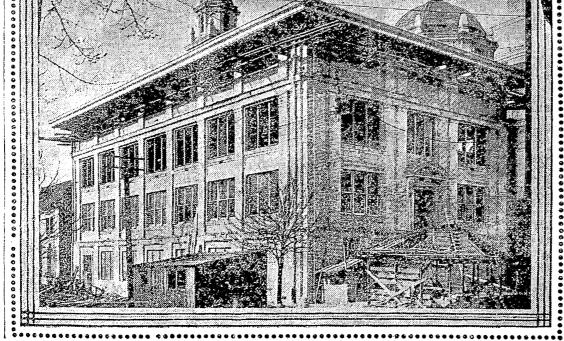
BANK BUILDING DESIGNED

Beezer Brothers, Seattle architects, have prepared plans for a new bank building to be built by the First National Bank, of Bend, Ore. The building will be two stories high, constructed stone and brick, and will cost \$25,000.

Seek New Scale.

The National Women's Trades Union League will soon start a national campaign for a minimum wage scale for 5,000,000 woman workers in this coun-

ACREAGE IN DEMAND



Seattle Trade

Supplied by Green Lake Hardware Co. Motor Hardware Co.

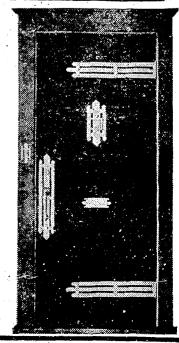
Paysee Hardware Co. Schwabacher Hardware Co. Seattle Hardware Co. Spelger & Hurlbut. Union Hardware Co. Whiton Hardware Co. SEE SPECIAL DISPLAY

today and Monday in windows of

Spelger & Hurlbut Second Ave. and Union St.

Catalogue mailed to prospective home-builders

Art Hardware & Mfg. Co. 928-930 First Ave. S., Seattle, Wash.



MARKETS OF THE WORLD

OIL COMPANY PLANS

BIG STORAGE PLANT

British-American Concern

Takes Out Permit for Con-

struction of Distributing Sta-

FOURTEEN MILES NORTH

ters Will Be at Wells Point-

Approximately \$100,000.

There will be six tanks, twenty feet high by ten feet in diameter, with a total capacity of 72,000 gallons. They will be used for storing gasoline, naphtha and lubricating oil. They will be enclosed by a high concrete wall, and will be high enough above the filling shed that all filling will be by gravity.

The filling shed will be built of concrete, thirty by ninety feet and will have a platform for wagons, twelve feet by twenty-four, running along one end and one side.

The company's property is block 4.

by twenty-four, running along one end and one side.

The company's property is block 4. Adelle's Second Addition to Seattle and a portion of block 86, Lake Union Shore Lands. Ground and improvements represent a cost of about \$100,000.

Some delay in beginning work was occasioned by the necessity of forwarding all plans to the main office of the company, in London, but these have now been approved and returned, and in the case of the office and storage tanks the permits have been issued and work can begin as soon as the ground is ready. It is the plan of the engineers to have the local establishment completed at about the same time as the Northwest distributing plant at Wells Point.

tion on Westlake Avenue,

WILL ALSO HAVE TANKS

SPECIALTIES PROMINENT ON NEW YORK MARKET

General Electric Advances 3 1-2 and International Harvester 21-4 During Second Hour's Trading.

WALL STREET AT BEST DURING NOON HOUR

Special Strength Is Shown in Union Pacific and Southern Roads, While United States Steel Looks Up.

NEW YORK. Tuesday, April 9.—Specialties became prominent in the second hour on the stock market today. General Electric advanced 3½ and International Harvester 2½. Rumors of an extra dividend were circulated in connection with the former, while the familiar dissolution report was associated with the Harvester's rise.

Louisville & Nashville gained 2½. Republic fron and Steel common and preferred gained 1½ and 2½ respectively.

The market was at its best at moon, with especial strength in Union Pacific and the Southern roads, while United States Steel showed signs of another unward movement.

Bonds were steady.

An active buying movement cropped out in Reading which gave a better tona to the whole market. Reading mounted to 165%, or more than 2 points above where it had sold in the early depression. Some of the other representative stocks extended their advances before the whole list became quiet and began to yield slightly.

The Copper Producers' report for March, showing a decrease of about 750,000 pounds in supplies on hand, compared unfavorably with the preceding month, but had no averse effect on the shares concerned. In fact, Amalgamated Copper made its best price of the day later and further improvement was recorded by United States Steel, Reading, Union Pacific Louisville & Nashville and some of the specialties.

The market closed strong, The last hour's business was uneventful save for a rise in Louisville & Nashville to 163 and Reading to 166%. Final prices were well up to the best figures of the day.

MONEY.

MONEX.

NEW YORK, Tuesday, April 9.—
Money on call firm 3@3½ per cent; ruling rate, 3½; closing bid, 3½; offered
at 3 per cent.

Time loans strong; 50 days, 3½@3²
per cent; 90 days, 3½ per cent; six
months, 3½@4 per cent.

Prime mercantile paper, 4½@4½ per
cent. cent.
Sterling exchange, firm, with actual business in bankers' bills at \$4.84.25 for 60 days and at \$4.86.95 for demand.
Commercial bills, \$4.83\footnote{1}{2}.
Mexican dollers, \$7c.
Bonds—Governments firm; railroads,

NEW YORK, Tuesday, April 9.—Spotclosed quiet. 5 points higher, Middling
uplands, 1130; do guit, '155': No sales.
Futures closed barely steady,' Closing
bids: April, 1076; May, 1085; June, 1094;
July, 1102; Aug., 1105; Sept., 1113; Oct.,
1119; Nov., 1121; Dec., 1125; Jan. and
Feb., 1124; March, 1131.

NEW YORK, Tuesday, April 9.—Copper—Standard quiet. Spot. \$15.50@ 15.87%; July, \$15.50@ 15.75; electrolytic, 16c; casting, 15%@15%c27%. Lead—Easy, \$4.20@4.27%. Spotter—Quiet, \$6.60@5.80.
Bar silver—58%c.

PRODUCE.

NEW YORK, Tuesday, April 9.—Sugar—Raw, firm. Muscovado. 89 test. \$3.80; centrifugal, 96 test, \$4.30; molasses sugar, 89 test. \$3.55. Refined, easy.

CHICAGO. Tuesday. April 9.—Butter—Steady. Creamery, 27@32c; dairy, 24 —Steady, Creamery, 21@32c; dairy, 24 @28c. Eggs—Receipts, 25.412 cases, steady at mark, cases included, 18½c; ordinary firsts, 18½@19c; firsts, 19¾c. Cheese—Steady, Daisles, 19@19¼c; Twins, 19c; Young Americas, 18¼@19c; Long Horns, 18¼@19c.

Butter—City and country creamery extras, solid pack, 33 ½c.

COFFEE. NEW YORK Tuesday April 9.—Coffee—No. 7 Rio. 14½c; futures closed quiet, May, 13.84c; July, 13.83c.

LINSEED.

DULUTH, Tuesday, April 9.—Close: Linseed in store, on track and to arrive, \$2.16; May, \$2.16 bid; July, \$2.123/2. WOOI.

BOSTON, Tuesday, April 9.—There was a moderately heavy volume of trading in the wool market last week. Price changes were small. Territory wools generally were steady while domestic fleeces and pulled wools were steady and firm.

Mills are working steadily on initial orders and a good heavyweight season appears to be in prospect. Asking prices on the new clip in the West are comparatively high.

aratively high.

ST. LOUIS, Friday, April 9.—Wool—
teady. Territory and Western mediums.

[2] 18c; fine mediums, 15@17c; fine, 10

CHICAGO, Tuesday, April 9.—Cattle Receipts, 3,000. Market steady. Beeves, \$4.40@8.70; Texas steers, \$4.50@5.90; Western steers, \$5.40@6.85; stockers and

J. C. WILSON & CO. MEMPERS NEW YORK STOCK EXCHANGE NEW YORK COTTON EXCHANGE CHICAGO BOARD OF TRAIDE THE STOCK AND BOND EX-CHANGE, SAN FRANCISCO

CHANGE, BAN FARNOUSO.

Main office, Mills Bidg., San Francisce.
Bran-h offices: Falsace Hotel, San Francisce;
Botel Alexandria, Los Angeles; U. S. Grast
Hotel, San Diego: Lumberman Bidg., Fortland;
Canadian Life Bidg., Vancouver.

Section of the Computer Computer Section Computer Life Bidg.

Main 5729.—C. L. Miller, Mar.—ind. 3819.

LOGAN & BRYAN

MEMBERS
New York Stock Exchange
Boston Stock Exchange
New York Cotton Exchange
Chicago Board of Trade
GROUND FLOOR HOGE BLDG.
Phones—Main 279, Ind. 279.

feeders, \$4.25@6.60; cows and heifers, \$2.50@6.70; caives, \$5.75@8.50.

Hogs—Receipts, 15.000. Market dull, 5c lower. Light, \$7.45@7.87½; mixed, \$7.55@7.95; heavy, \$7.60@7.95; rough, \$7.60@7.70; pigs, \$5.20@7.40; bulk of sales, \$7.75@7.90.

Sheep—Receipts, 14.000. Market steady to strong. Native, \$4.50@6.50; Western, \$4.50@7. yearlings, \$5.75@7.20; lambs, native, \$5.65@7.85; Western, \$6.25@8.30.

native, \$5.65@7.85; Western, \$6.25@8.30.

OMAHA, Tucsday, April 9.—Cattle—Receipts, 2,800, Market active, strong to 10c higher. Native steers, \$5.90@8.10; cows and heifers, \$3.40@6.80; Western steers, \$4.50@7; Texas steers, \$4.25@ 5.50; cows and heifers, \$3.25@5.40; canners, \$2.75@3.90; stockers and feeders, \$4.25@6.675; calves, \$4.50@8.50; bulls, stags, ctc., \$4.40@6.

Hogs—Receipts, 18.000. Market 5@10c lower. Heavy, \$7.60@7.75; mixed, \$7.50 down, \$7.50 do

Minneapolis Wheat.

Minneapolis Wheat.

Minneapolis Wheat.

Minneapolis Constant of the Market of the May, \$1.06%; July, \$1.07% @ %; Sept., 99%. Cash. No. 1 hard, \$1.08%; No. 1 Northern, \$1.07%; No. 2, \$1.05%; No. 3 wheat, \$1.04.

Liverpool, Wheat.

Liverpool, Wheat.

Liverpool, Tuesday, April 9.—Close—Wheat—May, 7s 11d; July, 7s 8%d; Oct., 7s 4%d. Weather, clear.

SEATTLE WHEAT.

That the Seattle distributing plant of the British-American Oil Company will be completed and ready for operation by July 1 its the statement made by John C. Storey, of the firm of Reitze. Storey & Duffy, the engineers in charge of the building of both the Seattle distributing plant and the company's Northwest distributing establishment at Wells Point, fourteen miles north of Seattle!

A permit for a two-story concrete office building to be erected on the company's newly-acquired property at Westlake Avenue. Dexter Avenue and West Highland Drive, was issued yesterday by the city building department. Construction work on the office building, a filling shed and a number of storing tanks will begin, Mr. Storey said, as soon as the work of filling in the ground, now in progress, shall have been completed.

There will be six tanks, twenty feethigh by ter feet in diameter, with a total

SEATTLE WHEAT.

SEATTLE, Tuesday, April 9.—Wheat
—Bluestem, 99c; forty-fold, 96c; club,
96c; fife, 96c; red Russian, 96c.
Onts—\$36.50 per ton.
Barley—\$34.50 per ton.
Bags—8½c.
Yellow corn—Sacked, \$37 per ton.
Mixed corn—Sacked, \$36.50 per ton.
Yesterday's car receipts, wheat, 28
cars; onts, 4 cars; hay, 18 cars; flour, 4
cars; harley, 2 cars; corn, 1 car.

TACOMA, Tuesday, April 9.—Wheat—
Bluestem, 98c@\$1; forty-fold, 94c; club,
93c; red Russian, 91c. Receipts, wheat,
15 cars; onts, 3 cars; hay, 16 cars.

PORTLAND, Ore, Tuesday, April 9.—
Wheat—Track prices: Club, 83@\$4c;
bluestem, 98c@\$1; forty-fold, 93c@\$4c;
red Russian, 92c; valley, 94c. Receipts,
wheat, 15 cars; hay, 7 cars.

1	wheat, 15 cars; hay, 7 cars.	
1	NEW YORK STOCKS.	
	NEW YORK STOCKS.	Close
ı	the second secon	Close
	Amaigamated Copper	
ı	American Beet Sugar	64
ł	Amalgamated Copper American Beet Sugar American Car & Foundry American Cotton Oil	0 1 78
ı	American Cotton Oil	. 54 %
ı	American Cotton Oil American Locomotive American Smeiting & Refining Preferred American Sugar Refining Anaconda Mining Co. Atchison Atlantic Coast Line Baltimore & Ohio	44 1/9
1	American Smeiting & Refining	. 87 3
	Preferred	107
.	American Sugar Refining	12874
	Anaconda Mining Co	. 43 7/4
1	Atchison	109%
١	Atlantic Coast Line	143
	Baltimore & Ohio	109
	Brooklyn Rapid Transit	84
	Rilantic Coast Line Baitimore & Ohio Brooklyn Rapid Transit Canadian Pacific Chesapeake & Ohio Chicago & Northwestern Chicago, Milwaukee & St. Paul	249 3
	Chesaneake & Ohio	. 81 %
	Chicago & Northwestern	. 14450
	Chicago Milwaukee & St Paul	11176
	Coloredo Fuel & Iron	333
	Colorado Fuel & Iron Colorado & Southern Delaware & Hudson	4414
	Delaware & Hudson	1728
	Denvey & Rio Grande	24
	Preferred	44
	Denver & Rio Grande Preferred Erie	2754
•	Great Northern preferred Great Northern Ore Certificates Illinois Central Interborough Metropolitan	1351/
	Great Northern Ore Cortificates	491/
	Tillnois Control	121.7
	Interhenous Afetropolitan	2017
į	Three-borough Metropolitan	603
	Preferred Louisville & Nashville	1 69 3/
	Missaud Design	102 74
	Missouri Pacine	45%
	Missouri, Kansas & Texas	110
1	National Biscuit	
	Missouri Pacific Texas Missouri Kansas Texas National Biscuit National Lead New York Central Norfolk & Western Northern Pacific	30 %
	New York Central	
	Noriolk & Western	1 1 4
1	Northern Pacific	123 %
	Pacific Mail	34 99
	Pennsylvania	125 %
ń	reopie's Gas	108%
J	Pullman Palace Car	161
1	Reading	1661/
	Rock Island Co	29%
	Northern Pacific Pacific Mail Pennsylvania People's Gas Pullman Palace Car Reading Rock Island Co. Preferred Southern Pacific Southern Railway Union Pacific	59
	Southern Pacific	115
	Southern Railway	31
	Union Pacific	1751/

nern Ranway	1
on Pacific	ŀ
on Pacific 17514 ed States Steel 72 %	ŀ
eferred113	Ì
ash 856	ì
eferred 22 %	ŀ
tern Union \$35%	ŀ
gh Valley	ı.

Second preferred
Grand Trunk
Illinois Central
Louisville & Nashville
Missouri, Kansas & Texas
New York Central
Norfolk & Western
Preferred
Ontario & Western
Pennsylvania
Rand Mines

TODAY'S CLEARANCES. TODAY'S CLEARANCES.

Seattle.
Clearances \$1,950,555 00Balances 107,647 38

Spokane.

\$237,935 00

COPPER STATEMENT.

COPPES STATEMENT.

NEW YORK. Tuesday, April 9.—The
statement of the Copper Producers' Association for March shows a decrease of
stocks on hand of 572,443 pounds, compared with the previous month.

CENTRALIA, Tuesday, April 9.—The old Penitentiary coal mine in Bucoda, which has not been operated for the last 25 years, was reopened this morning by a Portland concern which recently took over the holdings. A force of five miners was put to work this morning.

REDUCED RATE ON BEER

WASHINGTON, Tuesday, April 9.— An order of the Interstate Commerce Commission reducing the freight rates on beer in carloads from St. Louis, Mo., to Denver and other Colorado points from 45 to 30 cents a hundred pounds, was sustained today by the commerce court.

OLD PENITENTIARY

Clearances

\$937,935 01 Tacoma.

COAL MINE OPENED

SUSTAINED BY COURT

SAN FRANCISCO. Tuesday, April 9.

—Town elections held throughout California yesterday with prohibition as the main issue and with women voting for the first time in most of the townships, apparently resulted in a victory for the "wets," although the margin will be small. Returns have been slow, but of the thirty-six towns reporting on the liquor question early today, twenty-one voted "wet" and fifteen "dry."

A peculiar feature of the elections was International Harvester11732 General Electric172 LONDON STOCKS.

LONDON, Tuesday, April 9.—
Consols for money.
Consols for account
Amalgamated Copper
Anaconda
Atchison
Preferred
Baltimore & Ohlo
Canadian Pacific
Chicago Great Western
Chesapeake & Ohlo
Chicago, Milwaukee & St. Paul
De Beers
Denver & Rio Grande
Preferred
Erie LONDON STOCKS.

FRUIT SPECIALS LEADING WESTLAKE MARKET'S LIST

Strawberries appeared on the Westlake Public Market today at 20 cents
per box, and as the demand is brisk they
may be all snapped up before Wednesday. Other fruit specials for tomorrow
are: Sweet oranges, three dozen 25
cents; Winesap apples, 10 cents dozen;
rhubarb, three pound: 10 cents; asparagus, 5 cents pound; tomatoes, 5 cents
pound; Yakima potatoes, 100 pounds
\$1.65; fancy large prunes, two pounds
\$25 cents; three cans peas, 25 cents; three
cans corn, 25 cents; apples, box \$1.35;
extra large grapefruit, four for 10 cents;
cocoanuts, 10 cents each; lemons, 10
cents dozen; lemons, 5 cents dozen;
navel oranges, two dozen 15 cents; dry
omions, five pounds 10 cents; cooking
apples, box \$1.25. Coffee, tea and spice
specials are: Spices, per can 5 cents;
chocolate, pound 25 cents; baking
powder, pound 18 cents; three pounds
40-cent coffee \$1; special blend coffee,
two pounds 35 cents; 60-cent teas, 45
cents pound; five-pound can baking
powder, 65 cents.

OLD MARKET OFFERS VARIED SPECIAL LIST

Specials in Old Pike Place Market for Wednesday will include leaf lard, 11 cents pound: cottage cheese, two pounds 15 cents; pickled side pork, 12½ cents pound; potato yeast bread, six loaves 25 cents; smoked farmer sausage, 15 cents pound; sugar, eight pounds 46 cents, or ten pounds 50 cents, with 31 purchase; shad roe, 20 cents pound; Yakima honey, 15 cents comb; sweet oranges, two dozen 15 cents; shoulder of spring lamb, 10 cents pound; of spring lamb, 10 cents pound; of spring lamb, 10 cents pound; cents; pound; large shrimps, two pounds 25 cents; renovated butter, 30 cents pound; grapefruit, 5 cents each; Yakima potatoes, four pounds 10 cents; tenatoes, 10 cents pound; raisins, two pounds 15 cents; Winesap apples, 10 cents dozen; ripe olives, 10 cents quart; codfish, two-pound brick 15 cents; assorted cookles, three dozen 25 cents.

CREDIT MEN EAT AND

The Seattle Association of Credit Men last night held its first monthly meeting and dinner at The Ratiskeller. There were 125 present. The association was incorporated last month, taking in the membership of the former Seattle Credit Men's Association and the Seattle Merchants' Association; Officers of the organization are: President, E. G. Anderson; vice-president, E. Morganstern; temporary secretary, I. H. Jennings.

DIVORCE COMPLAINTS

Complaints for divorce were filed in the superior court this morning by Monte Jackson against Ethel Jackson desertion; Margaret Glassford against George Glassford, nonsupport; Gust Lockey against Sophie Lockey, cruelty; Joseph A. Allec against Florence Allec, cruelty.

STEADY SUPPLY CUTS STRAWBERRY PRICES

Florida Shipment, With Promise of More to Come, Brings Prediction of Further Decreases During This Week.

HEAVY SELLING FEATURE OF TRADING FOR TODAY

General Northwest Headquar- Commission Men Expect Current Period to Show Best To-Improvement Here to Cost tal of Present Season-Rhubarb Plentiful Now.

Trade on Western Avenue, which started off briskly vesterday, was equally good today, and dealers look for the present week to be better than any previous week this season. Good weather has greatly stimulated buying, and between local receipts and those from the outside, buyers have a wide range of latitude to choose from. The general tendency is to weakness in prices, but it is due rather to increased receipts than to light demand.

Cabbage, of which the market last week was almost bare, is again plentiful, following the arrival of a carload lot from California. The Winningsted continues to command 4 cents, but the flat Dutch receded from 3½ cents, the highest price it has commanded this spring, to 3½ and 3 cents.

Berry Prices Fail.

Close on the heels of the season's first shipment of strawberries from Florin, Cal., received yesterday, another arrived today from the same source. The price dropped suddenly from 30 cents per pound box to 25 cents. Dealers say strawberries will be received almost daily from now on and that the price will decrease rapidly until the appearance of the Washington crop.

Rhubarb is another commodity to be reduced in price, the market weakening today to 3 and 3½ cents. Warm weather has made local rhubarb abundant, and California 'barb, which a week ago monopolized trade, is now only a memory.

monopolized trade, is now only a memory.

Telephone peas went up today from 10 to 12 cents. Dealers report that they are in good demand at the raise, although they could not be sold at the former figures is firm at \$1.75 to \$2 on straight pack, fancy stock, and \$2.50 in bunched boxes. Tamotoes are scarce and firm at \$1.85 for four-basket crates and \$2 for lug boxes. Potatoes and cucumbers are easier. bers are easier.

The butter and egg market is unchanged, and dealers look for present prices to prevail throughout the week.

SELLING PRICE TO RETAILERS.

TO CHANGE SITUATION California Elections Go About as Usual, Except That Women Candidates Are Defeated. SAN FRANCISCO, Tuesday, April 9, —Town elections held throughout California yesterday with prohibition as the main issue and with women voting for the first time in most of the townships, apparently resulted in a victory for the "wets," although the margin will be small. Returns have been slow, but of the thirty-six towns reporting on the liquor question early today, twenty-one voted "wet" and fifteen "dry." A peculiar feature of the elections was the attitude of the feminine voters toward those of their own sex who sought public office. In almost every, instance the women were beaten, although in many townships women cast more than half the total vote. At Redding women are reported to have worked in behalf of the "wet" cause, which triumphed. Women candidates for office were not successful at Redlands and Los Gatos. At the former city James F Wheat was relected city treasurer, defeating Miss Lenore Ballou, and at Los Gatos Rev. Ell Winning, candidate for town clerk, did not belie his name by defeating Miss Lenore Ballou, and at Los Gatos at the clittle of the lections in the citles of Southern California. In most instances they were defeated. Butter and Cheese. Asperagus Cabbage, Winningsted Cabbage, glat Dutch Cablage, Glating on Accen Calulflower, case Celery, California case Calulflower, case Calufflower, c	L			١.
SAN FRANCISCO, Tuesday, April 9. —Town elections held throughout California yesterday with prohibition as the main issue and with women voting for the first time in most of the townships, apparently resulted in a victory for the "wets," although the margin will be small. Returns have been slow, but of the thirty-six towns reporting on the liquor question early today, twenty-one voted "wet" and fifteen "dry." A peculiar feature of the elections was the attitude of the feminine voters that thuse of their own sex who sought public office. In almost every instance the women were beaten, although in many townships women cast more than half the total vote. At Redding women are reported to have worked in behalf of the "wet" cause, which triumphed. Women candidates for office were not successful at Redlands and Loos Gatos. At the former city James F Wheat was reelected city treasurer, defeating Miss Lenore Ballou, and at Los Gatos Rev. Ell Winning, candidate for town clerk, did not belie his name by defeating Mrs. Ruby M. Furman. Socialists figured prominently in the elections in the cittes of Southern California. In most instances they were defeated. Butter and Cheese.	7.00.4		Vegetables. 50 Artichokes, per dozen . 80 Asparagus	
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defeated. Coal ranch Coal	1.51 (8)(5)	At Redding women are reported to have worked in behalf of the "wet" cause, which triumphed. Women candidates for office were not successful at Redlands and Los Gatos. At the former city James F. Wheat was reelected city treasurer, defeating Miss Lenore Ballou, and at Los Gatos Rev. Eli Winning, candidate for town clerk, 'did not belie his name by defeating Mrs. Ruby M. Furman. Socialists figured prominently in the	Apples, cooking, box. 1.50@ 2.00 Apples, eating, box. 1.75@ 3.00 Bananas, lb. 04.00 Dates, lb. 07½@ 08 Figs. Turkish, box 1.50@ 2.00 Grapefruit, Florida, box. 4.50@ 4.75 Grapefruit, Cal., box. 4.50@ 4.75 Grapefruit, Cal., box. 4.50@ 5.00 Oranges, navel, box. 2.50@ 3.50 Oranges, navel, box. 2.50@ 3.50 Pineapples, dozen 3.50@ 4.50	
	4566	fornia. In most instances they were defeated.	Local ranch	

Butter and Cheese. Butter. Wash. creamers,
60-lb. tub or case...
Butter. California. fresh
Butter. Eastern, fresh.
Butter. dairy
Cheese, California
Cheese, cream brick
Cheese, Tillamook
Cheese, Wisconsin .33 .31 .31 .22 .21 .21 .23

Poultry and Game, Live.

Broilers, spring, dozen 4.50@ 9.00
Hens, ib. 19@ 20
Ducks, lb. 2.50
Squabs, live, dozen 4.50
Squabs, live, dozen 4.50
Turkeys, lb. 23@ 25 . 23 @ Poultry and Game, Dressed.

Fryers, lb.
Broilers, lb.
Hens, lb.
Ducks, lb.
Geese, lb. .24 .28 .21 .28 .20 .28 Veal and Pork, Cornhusks. Cornhusks

WEDNESDAY SPECIALS AT SANITARY MARKET

The leading specials at the Sanitary Public Market for Wednesday will be found at the farmers and the meat sections, 25-cent lean Eastern bacon selling at 20 cents pound; boiling beef, 8 cents; pot roasts, 8 to 12½ cents; legs of mutton, 12½ cents; mutton chops, 10 cents; fancy breakfast bacon, 15 and 16 cents in the bunches tender young radishes, 10 cents; three bunches tender young radishes, 10 cents; cucumbers, 10 cents each; three bunches young onlons, 5 cents; three bunches young spinach, 15 cents; fresh figs, 10 cents pound; fresh roasted shelled peanuts, 10 cents pound; 50-cent chocolate, 40 cents; 40-cent coffee, 35 cents; good juicy lemons, 10 cents dozen; sweet oranges, 10 cents dozen; sweet oranges, 10 cents dozen; chan grapefruit, 15 cents each; Yakima honey, 15 cents comb; navy beans, 5 cents pound; three cans tomatoes, 25 cents.

G. N. WILL PUT IN DIRECT LINE NORTH

DULUTH, Minn., Tuesday, April 9.—
The Great Northern Railroad will put into effect May 1 a direct service over its own road between Duluth and Superior and Winnipeg, when a seventy-mile extension across the border is to be opened. Rates from Duluth will be put on a parity with those from Port Arthur and Fort William. The coal rate from Duluth to Winnipeg will be reduced to \$2.50 a ton.
The entry of both the Great Northern and Northern Pacific lines into Canada assures the diversion of much grain to the American head of the lakes from that territory.

OLD PAPERS for sale at The Times office, 20 cents a bundle.

WAR SUPPLIES MOVED OVER LINE BY MADERO

President Taft Authorizes Passage of Consignment Destined for Army of Mexican President.

REBELS ALONE UNABLE TO OBTAIN MUNITIONS

ridges, Six Guns and Cartridge-Loading Machines in Big Shipment.

WASHINGTON. Tuesday, April 9.—
President Taft today authorized the shipment into Mexico of several consignments of munitions of war for the army of President Madero.

The exceptions to the American proclamation forbidding the exportation of war material into the southern republic, which proclamation is being applied only to the rebels, include six machine guns with 229,000 rounds of ammunitont, spare barrels and belts, 800 rifles with 294,000 cartridges, eighty revolvers and four cartridge-loading machines. In addition, an industrial concern was permitted to receive 7,500 cases of dynamite.

AMERICAN RAILROAD MEN IN MEXICO MAY STRIKE

MEXICO CITY, Tuesday, April 9.—
Americans conductors and engineers employed by the National Railways of Mexico City will walk out April 15 unless some unforeseen circumstance intervenes.

The question at issue with the employes is not one of wages, but is a fight against what they assert to be unjust discrimination. The fundamental demands are for a continuation of train orders written in English as well as in Spanish, a practice of many years standing, which they assert the managers propose to discontinue; the elimination of the language test which compels them to undergo examination to prove their familiarity with Spanish, and the employment of an American for every Mexican admitted to the service.

1,000 REBELS ENGAGE FEDERALS AT JOJUTLA

MEXICO CITY, Tuesday, April 9.— Jojutla, in the state of Morelos, has been taken by 1,000 rebels under Emil-iano Zapata, according to a report re-ceived here. Federal troops are said to be making a counter attack and a severe fight is proceeding.

COURT GRANTS LIMITED LIABILITY FOR WRECK

Pacific Coast Steamship Company Invokes Old Statute for Saving

SAN FRANCISCO, Tuesday, April 9.—
The Pacific Coast Steamship Company's application for a limitation of its liability on account of the wreck of their steamship Corona on the Humboldt Bar March 1, 1997, was granted yesterday in the United States district court, First Division, by Judge Frank S. Dietrich, of Idaho, who heard the testimony here several months ago. The damages to be paid by the company under the decision will amount to \$2,794 plus the amount of the freight contracts for the voyage on which the ship was lost. The opinion charges Captain Boyd, commander of the Corona, with incompetency.

commander of the Corona, with incompetency.

The decision, which saves the Pacific Coast Company many thousands of dollars in damages, was handed down under a statute providing that in case of the loss of a ship the owners may petition that the liability shall not exceed the amount that may be recovered from the wreck, together with the amount of the freight contracts for that voyage.

NEWSPAPER HOLDS UP RUEF'S CONFESSION

Bulletin Says It Can't Bun Articles Till Indictments Are Quashed.

"The Bulletin has decided that it cannot proceed with the publication of Ruef's autobiography while the indictments remain as a possible weapon for the enemies that Ruef's story will make him." The San Francisco Bulletin, which last Saturday published the first part of what, it was announced, was intended to be the inside history of the famous "graft" cases of San Francisco, written by Abraham Ruef, the convicted political boss, made the above announcement today.

today.

A motion for the dismissal of the remaining indictments against Ruef is now pending before Judge Dunne. Judge Dunne today indicated that the action of his court would not be influenced by the plea for urgency in these cases and that a decision would be rendered in due course of time. the plea for ur that a decision course of time.

REQUISITIONS FOR PACKERS MADE OUT

New Jersey Governor Will Give Hearing Before He Asks Extradition of Chicago Men.

TRENTON, N. J., Tuesday, April 9.—Requisition papers for several beef packers of Chicago, who were indicted in Hudson County recently for forming an alleged combination in restraint of trade in connection with the cold storage business, were turned over to the attorney-general's office today by Prosecutor Garven, of Hudson County, for inspection. cutor Garven, of Hudson County, for inspection.

Before Governor Wilson asks for the extradition of the indicted men a hear-ing will be given.

ASKS FOR RECEIVER

The Puget Sound Undertaking Company, on its own petition, this morning went into the hands of a receiver, appointed by Judge King Dykeman in the superior court. The petition stated that the corporation was formed July 18, 1911. by E. L. Park and Merele W. Bowman, and that it is more than \$1.00 in arrears with its creditors and that three suits of law are now pending. W. M. Whitney was named by the court to take over the assets. The Well-Bred Girl.

The Well-Bred Girl.

What is more charming than a wellbred girl with the agreeable manners that show social training and a desire to please? Yet there is a danger of overdoing even in courtesy.

It is the fashion just now to decry the manners of the present day; to say boys and girls have no bump of reverence and less breeding. This may be true for the boys—these seems to be an alarming increase of cubbism—but girls are punctilious almost to a fault.

Manner should be spontaneous, not artificial, to be really pleasing. It should be tactful. The girl who will charm is not she who is ostentatiously polite; wha jumps to her feet with a bound and stands at attention with a smirk or conscious self-satisfaction whenever a woman a few years older than herself appears.

It is politic, a sign of right feeling to show deference to older women, but many a girl is so painfully deferential to a girl who has been out but four or five more years than herself that it looks almost like "cattiness."

The girl who is rude to her inferiors to the woman she thinks "cuts no ice" gains little by her courtesy to those that do. They read her only too plainly paget.

WICKERSHAM WILL RETIRE NEXT MARCH

Attorney - General Will Not Serve In Cablnet After March 4, Should President Taft Be Reelected.

NO DISAGREEMENT AT ROOT OF HIS DECISION

Immense Quantity of Cart- Understood That He Agreed to Important Decision Handed Act With Present Chief Executive Only for Period of. Four Years.

WASHINGTON, Tuesday, April 9.—
Attorney-General Wickersham will not serve in the cabinet after March 4. It President Taft is reelected, it was said today upon unquestioned authority.
Mr. Wickersham entered the cabinet with a distinct understanding that he would not serve more than four years, it was declared. It also is said President Taft and Mr. Wickersham are in thorough accord as to the administration's antitrust policy and that today's announcement is without political significance.

announcement is without political sig-nificance.

Mr. Wickersham had little to say about his reported retirement.

"I expect to get out then." he said.
"Every cabinet officer resigns on the fourth of March at the end of the ad-ministration. As to entering Mr. Taft's cabinet again, if he is elected, I should not care to decline an invitation before it is extended to me."

HUGE GATE PLANNED FOR SEATTLE CANAL

Steel Intermediate and Operating Door for Lake Washington Waterway Lock Ranks Next to Panama's.

STRUCTURE WILL WEIGH ABOUT 424,000 POUNDS

The big steel intermediate and operating gate of the lock for the Lake Washington Canal will be second in size and weight only to the gates of the Panama Canal. This fact became known yesterday when United States engineers working on the specifications and plans for the work arrived at a stage where comparisons could be made.

The gate in question will be one of the five gates, each with two. "leaves," in the technical parlance of the engineers, for the larger of the two locks for the Lake Washington Canal. The big Lake Washington lock gate will be considerably larger than the largest gate on the Sault Ste. Marie ship canal, connecting Lakes Huron and Superiar and now under construction.

The Seattle gate will weigh approximately 224,000 pounds and will be built of steel. It will be 55 feet high. Each leaf will be 47 feet long and will be five feet in thickness. Whether the steel work for the canal gates will be done here or in the East has not yet been determined.

TACOMANS BEGIN WORK ON FIVE-MILE COURSE

Prepare for Automobile Baces to Be Held in July-Races Sanctioned by Association.

TACOMA. Tuesday, April 9.—Laborers and fifty teams began work this afternoon on the five-mile course for the auto races in Tacoma next July under the suspices of the Tacoma Carnival Association and the Tacoma Automobile Club.

The races are to be under the rules of the American Automobile Association, which has sanctioned the meet. Plans for a grandstand seating 20,000 are under consideration by the carnival association this afternoon.

EXCLUSIVE LISTING SUBJECT OF LECTURE

The exclusive listing plan, as a remedy for some of the trials with which the real estate broker has to contend, will be discussed by George B. Little-field, in the subject, "The Exclusive Contract," before a meeting of the Seattle Real Estate Association, to be held tomorrow at 12:15 o'clock at The Rathskeller.

The exclusive listing plan has been adopted already in many of the Eastern cities, where it has done away with the nuisance of multitudinous "for sale" and "for rent" signs, and has brought about a cessation of the entanglements and confusion arising from miscellaneous listing.

Another feature of the meeting will be a discussion by C. C. Morrison of a plan for cooperation and exchange of listings.

MAID OF ORLEANS LEAVES FOR BANKS

To fish for cod in Bering Sea, along the north side of Unimak and other Alentian islands, the two-masted schooner Maid of Orleans, Capt. John Jacobs, sailed from Seattle this morning, and will be followed tomorrow by the three-masted schooner Fanny Dutard, Capt. N. L. Matheson. Both vessels belong to J. A. Matheson. The schooners will spend the summer season on the fishing grounds, not touching at any port except when they call in for fresh water. Orders have been issued this year to the revenue cutters patrolling Bering Sea to make occasional visits to the fishing schooners so that they will be kept in closer touch with civilization than heretofore. The Maid of Orleans carries thirty men, and the Fanny Dutard thirty-six.

TO SPEAK AT SMOKER

One hundred and two lantern slides, illustrating all manners of conditions relating to Alaskan fisheries, will be a feature of a lecture to be given at the Arctic Club smoker this evening by Prof. J. N. Cobb of the government service, who has been studying the fish of the North for the greater part of the past decade. A number of other interesting and entertaining features have been provided for the smoker, which will begin at \$ o'clock.

LETTERS ARE READ

PUGET SOUND NAVY YARD, Tuesday April 9.—In order to give the attorneys for the defense an opportunity to read correspondence between Lieut. Charles S. McReynolds and Mrs. Margaret McReynolds, his divorced wife, the court-martial trying Lieut. Chandler K. Jones for improper conduct in his relations with Mrs. McReynolds prior to the divorce adjourned soon after convening this morning until this afternoon.

SALOON MEN ACCUSED

Informations charging six saloonkeapers with selling liquor to minors were filed this morning in Justice Fred C. Brown's court by Deputy Prosecuting Attorney Louis Silvain. The defendants are James Black, of Lester; F. Krusi, A. C. Brinkman, Otto Anderson, Otto Johnson and N. J. Sing, all of Seattle.

COMPANY LIABLE FOR DAMAGES, COURT SAYS

Unreasonable Overcrowding of Cars Makes It Responsible for Any Injuries to Passengers.

SUPREME TRIBUNAL AFFIRMS VERDICT

Down in Case of William Elliott Against Seattle, Renton & Southern.

That street car companies are not permitted unreasonably to overcrowd their cars without responsibility for whatever accidents may happen wes declared by the state supreme court yesterday, when it affirmed the decision of a jury in Judge Mitchell Gilliam's court granting \$5.750 damages to William Elliott against the Seattle, Re.tton & Southern Railway.

Although the question of overcrowding street cars has been passed upon by courts in other states, the case appealed to the Washington body by the railway company was the first instance known in the legal history of this state. For that reason, the decision will stand as a precedent.

Acording to Elliott, he stood in the rear of a Renton car which was packed to the outside gates, when the accident happened. As the car stopped, and then started again with a jerk, he was pushed out of the vestibule onto the steps, and as he was hanging there, a passing car on the other track struck him, fracturing his skull.

Responsibility for the overcrowding of the car was placed by Elliott's attorney, Frank E. Green, on the railway company, and in the King County court he was awarded \$5.750 damages. The railway company, appealed, to settle the disputed point, and the supreme court yesterday affirmed the lower court.

SKIPPER HAS NARROW ESCAPE FROM DEATH

VANCOUVER, B. C., Tuesday, April 9.—Gasoline ignited by a lantern aboard the power schooner Butte, owned by Capt. A. R. Moser, of Razor Island, resulted in an explosion which practically wrecked the vessel and Moser had a narrow escape from being burned to death, according to Engineer McAuley, who last night arrived in Vancouver with news of the accident. The engineer also had a miraculous escape during the explosion.

The vessel is a fifty-foot vessel with an auxiliary engine and is used to pick up fish from the Indlans around Butte Inlet. Captain Moser had secured a cargo of codfish and was returning from the inlet to Razor Island.

With a lantern in his hand Captain Moser climbed down the companionway. The rumes in the engine room ignited from the flame of the lamp and with a roar there was an explosion which blew out the skylight, companion which blew out the skylight, companion which blew out the skylight, companion hatchway and shot the skipper back to the deck with hair badly singed and his clothing in fiames. In his agony he quickly jumped overboard with the result that although severely burned, his life was saved when the engineer pulled him from the water.

The engineer had escaped the force of the explosion because he was lying down and beyond a severe joit he escaped injury. The oil in the bligss of the Eutre had caught fire and the engine stell was burned badly and before the fite was under control the engine was damaged to such an extent that it could not be used.

FIRST NATIONAL BANK ORGANIZED AT KENT

KENT, Tuesday, April 9.—With the receipt yesterday morning of a telegram from authorities at Washington approving the organization of a national bank here, the First National Bank of Kent is assured. The new bank has been capitalized at \$50,000. The officers are M. M. Morrill, president; B. F. Coleman, vice-president; D. T. Coleman, cashier, and Wesley Morrill, assistant cashier, and Wesley Morrill, assistant cashier, the directors are: M. M. Morrill, B. F. Coleman, T. N. Berlin, John Bovee and H. B. Madison.

A good appetite is a gift of the gods—
if they send the wherewithal to satisfy it.

DEATHS AND FUNEBALS.

DEATHS AND FUNEALS.

LONON—At Medical Lake. Wash.,
March 29, 1912, James P. Lonon, aged
39 years.
Funeral services will be held at the
parlors of Bonney-Watson Co., Third
Ave. and University St., Wednesday
afternoon at 2 o'clock Friends are invited. Interment at Lake View Cemetery.

NEFF—At the residence of her daughter. Mrs. Clarence Hanford, 1103 Summit Ave., April 8, 1912, Mrs. Barbara Neff, aged 78 years.
Funeral services will be held at the residence Wednesday afternoon at 2 o'clock. Cremation.

CLARK—The funeral of Mrs. J. J. Clark of 907 20th South, who died April 4th, 1912, will be held from St. Mary's Church tomorrow morning at 10 a. m., Rev. Father A. Fischer officiating. In-terment Lake View Cemetery. The Noice Undertaking Co., directors.

ROBINSON—At 4603 Sunnyside Avenue, April 9, 1912, Judge John O., beloved husband of Clementine and father of Mrs. E. R. Adams and John C. Robinson, of San Francisco, Cal., aged 80 years. A member of F. & A. M. and Bar Association. Body at private reception room, Butterworth & Sons, morticlans. Announcement later.

TOO LATE TO CLASSIFY. PRIVATE loan. \$1.000; good security, for 2 years, at 7 per cent. No agents. Call East 4904.

ONE ROOM, large pantry: one nice front room, fireplace; 3 rooms, 31 and 32, re-spectively; \$4, \$3 and \$5 after April; bath, toilet, water, gas, light. 1015 Belmont Place North. MODERN 4-room upper flat, \$10. Modern 4-room lower flat, \$12. 21st and Madison St. Main 2689; Res., East 8393. Hartvig, 631 N. Y. Blk.

WANTED—Runabout, 1911 model, in good condition. Will pay \$500 or \$600 cash. 702 ist Ave.

LOST—Ladies' gold crescent brooch, heirloom. Please return to 709 Waldorf Apt. Receive liberal reward.

WANTED—Boy about 18 for office work. Address 32568. The Times. PARTNER wanted in old established plumbing business, \$150 required, money fully secured, experience un-necessary, good chance to learn trade. East 6672; Residence \$18 22nd Ave. WE have half an acre all improved, 5-room modern cottage. Will exchange for 40 acres good land with some improvements and house so a family could make a living.

We have a 2-room house, large lot with unobstructible view of Sound and bay, rent \$5 month.
Nelson, 1106 Hoge Bldg. WANTED—Strong, active boy; none other need apply. Washington Saw Co., 2921 First Avenue South.

BOY wanted to deliver on street cars; must know city. Apply 1209 Second BOY wanted to deliver packages. 223 Columbia Street.

FOR SALE—Young and old chickens. 306 Twenty-second Avenue North. East 4944.

SECOND floor, completely furnished, good view, large grounds; reasonable.

Capital and Surplus \$16,400,000

801 Second Avenue, Seattle, Wash,

THE BANK OF CALIFORNIA HEAD OFFICE, SAN FRANCISCO, UNITED STATES DEPOSITARY. BRANCHES AT SEATTLE AND TACOMA, WASH., AND PORTLAND, ORE.

Invites Accounts of Banks, Corporations, Firms and Individuals.
Pays Interest on Term and Savings Deposits.
Direct Correspondents in Alaska, China, Japan and Australia.

DISCUSS ORGANIZATION

ALONG THE WATER FRON

BRITISH MONARCH TO FLY JAPANESE FLAG

Osaka Shoshen Kaisha Purchases Well-Known Freighter in England and Will Use Her in Various Services.

LUZON MARU WILL BE NEW NAME OF VESSEL

Many Old-Time Steamships Bought by Oriental Shipping Companies in Europe During Past Few Months.

Purchasing the steamship British onarch and changing her name to the name to the name of the osaka Shoshen Kalsha ill add the weitknown freighter to already large fleet, using her as an tra vessel in various sergices. She

The new addition to the Osaka Sho-Kaisha is a steel serew steamshin, h one steel deck and a spar deck h deen framing, and has a nef regis-of 3.912 tons. She was built by seel & Sers, of Port Glasgow, in 2. The dimensions are: Longth, 1. feet: breadth, 4.52 feet depth, 1.7.9 1, and a cergo capacity of 7,000 tons.

Buy Many Old Ships.

Buy Many Old Ships.

Many old-time British freighters have en purchased the lost few years by panese firms, as shipping in eastern clife waters has been very brisk, and ing to the sneculation which took ace in Japan before the tarla revision act went into effect, serviceable ssels for charter were very scarce. In order to somewhat relieve this ortage, the Ninpon Yusen Kaisha and e Osaka Shoshen Kaisha have purased two old British steamships lece in England, which are now on elr way to Japan. The vessels that e Nippon Yusen Kaisha bought are maratively new, being the Percilag 900- tons) and the Bannockburn 900- tons). The other two vessels, a British Monarch (7,000 tons) and a Erney (4,000 tons), were purchased the Osaka Shoshen Kaisha.

Third Line Also Purchases.

Another Japanese concern, the Meiji alum Kaisha has also purchased a Buy Many Old Ships.

other Japanese concern, the Meiji halisha, has also purchased a ton steamship in England, but so as refused to make the name public business reasons As the ma-

TRANSPACIFIC -LINERS WILL ARRIVE TONIGHT

Having arrived at Victoria, B. C., to-day, two big transpacific liners, the Inaba Maru and the Antilochus, are expected in Seattle torlight, with passengers and cargo from the Far East. The Inaba Maru, belonging to the Nippon Yusen Kaisha, passed Cape Flattery inbound vesterday, and reached Victoria early this mornine. She has a full cargo of silk, rice, tea, matting and Griental curios. The Antilochus of the Blue Funnel line comes from Liverpool through the Sure Canal and via Oriental ports. completing her regular-six months' round-trin voyage. Good-sized cargoes await both vessels for their return to the Orient.

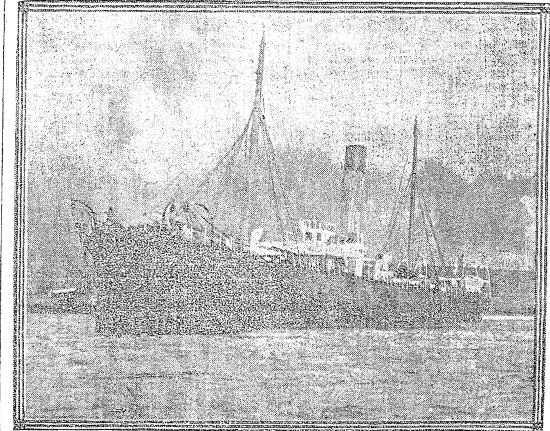
Dolly-"I have decided to remain

single and retain my liberty." Polly—"I have decided to marry and obtain mine."			
THE	WEATER		
Observations meridian time,	at all stat		
STATIONS.	State of weather	Velocity Direction.	
Atlantic City Boston Caigary Charleston Chicago Denver Doubse City Doubse City Doubse City Los Angeles Memphas Montgomery New Orleans New Orleans New York North Yakima Oklahoma Phoenix Pittsburg Portland, Or. Rossburg	72 Clear 74 Chear 74 Chear 74 Chear 75 Cheady 75 Cheady 75 Chear 75 Chear 7	SW 10 6 60 SW 80 566 SW 80 566 SW 10 6 60 GS 110 6 60 GS 110 6 60 GS 10 60	

Clear F 47
Pteloudy NW 47
Cloudy NW 47
Raining N F 10
Clear SW 50
Clear SE 10
Cloudy NW 40
Cloudy NW 40
Cloudy SW 80
Raining S 10

Roseburg St. Louis St. Paul Salt Lake City San Dicgo Ean Francisco. Seattie

One of Oil Tankers in Port



Steamship Catania, of Union Oil Company's fleet, which reached port this morning bringing a big cargo. During the last twenty-four hours two other steamships besides the Catania and two barges have brought 156,000 barrels of oil to Seattle from California.

SEATTLE MAILS FOR

ALASKA AND ORIENT ALASKA AND ORIENT
The mails from this city for Southcastern Alaska. Southwestern Alaska
and the interior, the Orient, Philippine
Islands, Australia. New Zealand and Hawaiian Islands close at the local postoffice on the following days and hours:
Skagway and Southeastern AlaskaState of California. July 7: Jefferson,
July 19: City of Seattle, July 12.
Valdez and Southwestern AlaskaAlameda, July 24.
Kodiak, Seldovia and Southwestern
Alaska-Admiral Sampson, July 16; Alameda, July 24.
Kodiak, Seldovia and Southwestern
Alaska-Admiral Sampson, July 5; Eertha, July 20.
Orient—Cyclops, July 9, 10:30 p. m.:
Mexico Maru, July 9, 3 p. m.: Tenyo
Maru, July 10, noon: Inaba Maru, July
16, 7:30 a. m.; Persia, July 18, noon:
Chicago Maru, July 22, 3 p. m.; Empress
of India, July 24; 7:30 a. m.; Engres
July 24, noon: Orierie, July 26, 7:30 a.
m.; Shledovka Maru, July 20, 7:30 a.m.;
Shenyo Maru, August 1, noon: Antilochus, Canada Maru, August 5, si. m.; Snidzooka Maru, July 30, 7;30 a.m.; Shenyo Maru, August 1, noon: Anti-lochus, Canada Maru, August 6; Si-beria, August 8. Phillippine Islands — Tenyo Maru, Inaba Maru, Empress of India and Korea as above; U. S. transport, Au-gust 2.

above.

Australia (except Western Australia)
and New Zealand—Zealandia, July 10;
Makura, July 22;
Marama, August 7.

MOVEMENT OF VESSELS

FO SAIL. -St. Helens, Nome. Pier 7. al Sampson, Seward, G. T. P. Admiral Sampson, Seward, G. T. P. Dock.
July 6-Salatis, Hamburs, Pier 5.
St. Helens, Nome, Pier 7.
July 7-State of California, Skagway, Pier B.
Prince George, Prince Rupert, G. T. P. Dock.
July 8-Aleskan, Honolulu, Pier 14.
Alameda, Cordova, Pier 2.
July 9-Umatilia, San Francisco, Pier

D. Yukon, San Francisco, G. T. P. Dock, 'uly 10—Cyclops, Orient and Liverpool, Pier ? Pler 8.
Zealandia, Australia, Vancouver, E. C. Mexico Maru, Orient, Tacoma, Jefferson, Skagway, Pier 2.
Humboldt, Skagway, Pier 7.
Prince Rupert, Prince Rupert, G. T.
P. Does

lent, California, Pier D. of Seattle, Skagway, July 13—(hy of Seattle, Skagway, Where, San Francisco, G. T. P. Dock, July 12—Prince George, Prince Rupert, G. T. P. Dock, July 18—inaba Maru, Japan, G. N. Dock, July 17—Pricaman, San Francisco, G. T. P. Dock,

July 5—State of California, San Francisco, Pier D.
Alaskan, Salina Cruz, Pier 14.
Inata Maru, Orient, G. N. Dock,
July 6—Vukon, San Francisco, G. T. P.
Dock,
Montan, San Francisco, G. T. P.

Dock.

Montare, San Francisco, Pier D.
Nome City, San Francisco, Pier 10.
Alameda, Cordova, Pier 2.

July 7—Antibodhus, Liverpool and Ortent, Pier 3.

Prince, George, Prince Rupert, G. T.
P. Fresh. Prince P. In remain theorge, Prince Rupert, G. T.
P. Flock,
Maha Marn, Orient, G. N. Dock,
Suly 8-Pressioni, California, Pier D.
Cordova, Philadelphia, Pier 2.
July 9-Humbold, Skapway, Pier 2.
July 10-Prince Rupert, Prince Rupert,
G. P. Dock,
Walson, San Francisco, G. T. P. Dock,
Sward, Nome, Pier 2.
Edith, None, Pier 2.
Edith, None, Pier 2.
July 11-City of Scattle, Shagway, Pier B.
July 12-City of Puebla, San Francisco,
Pier D.
Chleany, Mart, Orient, Taccase

from San Francisco, at 6 p. m.; Admiral Sampson, from Tacoma, at 4:30 a. m. SAILED FROM SEATTLE. July 5—Ss Governor, for San Francisco, at 10 a. m. July 4—Ss Dolphin, for Skagway, at 9 p. m.; Atlas, for Tacoma, at 7 p. m.

ALASKA VESSILS.

SKAGWAY, July 4.—Sailed, ss Jefferson, for Seattle, at 3:15 a. m. July 2.—Arrived, ss Jefferson, from Seattle, at 4:45 p. m.

JUNEAU, July 4.—Sailed, ss Alameda, southbound, at 7 a. m.

OTHER FORTS.

HALIBUT SCHOONERS FISH FURTHER NORTH

The scarcity of halibut on banks off Cape Flattery and Cape Scott is driving the Scattle fishing fleet constantly farther north. At present most of the fish for the Scattle market are caught in Hecate Straits.

Five power schoolers arrived yesterday with the following catches of hell-hitt Comet. 120,000 pounds: Decorat, 40,000 pounds: Receased and Gladiator. 25,000 pounds. The steamship Weiding brought in 150,000 pounds.

The last halibut in was sold at 312 cents a pound.

LINER MINNESOTA AT JAPANESE PORT

SUBMARINE F-3 WILL TAKE 200-FOOT DIVE

Little War Vessel Built in Seattle Yards to Undergo Final and Most Severe Test in Harbor Tomorrow.

EIGHT MEN SELECTED TO FORM HER CREW

Completing her quick diving and maneuvering trials today, the Seattle-built submarine F-3 tomorrow will unmaneuvering trials today, the Seattlebuilt submarine F-3 toinorrow will undergo her final and most severe test before the navy trial board, when she dives to a depth of 200 feet in Seattle harbor to prove the stability of all of her parts under the extreme pressure at that depth. Eight men have been selected to handle the submarine in this final test, and will receive a cash bonus for their task, although the builders declare that there is little danger to be encountered in the deep water test. While the F-2 is submerged at the 200-foot depth she will be in telephonic communication with members of the trial board on a launch at the surface. She will remain stationary for several minutes at the lowest level and probably will anchor to the bottom of the bay.

The test will be made under the direction of Capit. S. B. Smith, who has conducted all of the trials for the Electric Boat Company of New Jersey, which built the submarine at the plant of the Seattle Construction & Drydock Company.

The crew will consist of T. L. Glenn, captain; G. H. Morgan, chief engineer; R. J. Lamont, engineer; V. H. Smith, assistant engineer; H. W. Noblit, chief electrician; H. J. Close, electrician, and J. S. Schatzel, electrician, et al. Captance of the F-3 by the government. After the deep water test, the acceptance of the F-3 by the government, and her going into commission at the Puget Sound navy yard, will await only the report of the navy trial board. Her sister ship, the F-4, is now aimost ready for her trial trips, the last parts of her engines having arrived yesterday. They will be installed at once at the Seattle Construction & Drydock Company's plant, and the second submarine will then be ready for her tests.

Work is progressing satisfactorily on the two submarines of the H type which are being built for the United States navy at the local Yards and on the two submarines under construction for the government of Chile.

Men Who Form Crew.

OFFICIAL WILL PROBE DAMAGE BY ERUPTIONS

FUEL OIL BROUGHT IN

Three Tank Steamships and Two Big Steel Barges, All Laden With Product, Arrive Here From California.

ESTABLISHES NEW RECORD FOR PORT

With Local Shipyards Turning Out New Vessels, Trade Up Coast From South Constantly Increases.

THREE tank steamships and two big steel barges, all bringing refined and fuel oil from California, arrived in port during the last twenty-four hours, with a total of 156,000 barrels of oil for Seattle and subdelivery to ports on Puget Sound.

for Scattle and subdelivery to ports on Puget Sound.
With local shipyards steadily turning out new oil-burning steamships or remodeling coal burners for the new fuel, the oil trade up the Coast is constantly increaseing. The arrival of the Union Oil Company's tanker Catania, following closely the arrival of the Standard Oil Company's steamship Col. E. L. Drake and Barge 95 this morning, and the steamship Atlas and Barge 93 last night, marks the biggest delivery of oil within twenty-four hours on record here.

last night, marks the biggest delivery of oil within twenty-four hours on record here.

The Catania, which is seen here less frequently than the regular oil line steamships, came from Port San Luis with 19,000 barrels for the Union Oil Company. She sails South tonight, Arriving last night, the Standard Oil Company's tanker Atlas proceeded to Tacoma with 5,000 barrels of feel oil, leaving Earge 93, which she brought north, at the local plant to discharge 25,000 barrels of fuel oil. The Atlas will come back here tonight, to deliver 9,000 barrels of refined oil. This morning, the Col. E. L. Drake and Earge 95 arrived here, the Drake with 48,000 barrels of fuel oil for Seattle, while the barge has 50,000 barrels, to be delivered at the new plant at Point Wells, near Richmond Each.

All of the oil carriers had quick voyages up the Coast, encountering fair weather. The Catania and the Atlas will start South again tonight, and the Col. E. L. Drake will sail for California on Sunday.

JAMES N. HILL RESIGNS NORTHERN PACIFIC JOB

Son of Empire Builder Quits Bailroading to Take Long Vacation in Europe.

NEW YORK, Friday, July 5.—James N. Hill, son of J. J. Hill, and vice-president of the Northern Pacific Railway, retired from the vice-presidency today, Ha will be succeeded by Col. William H. Clough. Clough.

It is understood Mr. Hill's retirement follows his decision to take a long vacation in Europe.

KITSAP COUNTY BRAWL ENDS IN BLOODSHED

Chilean Stabbed Twice Near Heart Accuses Fellow Countryman of Crime.

PORT ORCHARD. Friday, July 5.—A Chilean, whose name is unknown, was stabbed twice near the heart in a fight in a cabin between Pleasant Beach and Port Blakeley yesterday afternoon. The sheriff and his deputies are seeking another Chilean, Heredita Malina, whom the injured man accuses of doing the stabling. Both men are employes of the Port Blakeley mill.

serui and his deputies are seeking another Chifean. Heredita Malina, whom the injured man accuses of doing the stabiling. Both men are employes of the Port Blakeley mill.

Speed of Trains in Germany.

The speed of German passenger trains, even of the express trains, is not usually remarkable. The so-called "Schnellzuege" and "Ellzuege" ("fast" trains and "hurry" trains, for the first of which an extra charge is made, are both ordinarily deliberate in their movements, and accommodation trains and "locals" of ten spend much time between stations, usually in sight of each other. However, Etrman trains usually run on "chesisue time. The new summer time table for the German state railways systems, just issued shows some advances in speed, principally, of course, for through trains. The fastest train in Germany is the so-called "D-Zug 20," between Berlin and Humburg, which maintains an average speed of 55.177 miles per hour. This throws into second place the express train from Munich to Nuremberg (leaving Munich at 8:15 a. m.), which heretofore has been the fastest train in Germany, with an average speed of 54.929 miles an hour, In the third place is an express train from Berlin to Halle, with an average speed of 54.929 miles an hour, and the fourth place is held by the express from Freiburg to Appenweier, in Baden, with an average speed of 52.94 miles an hour.

The best German trains frequently cover long distances without stop at inigh rate of speed. The record in this particular is held by the Munich-Berlin express for the run between Nuremberg and Halle, a distance of 195.11 miles which is covered without stop at an average speed of 54.92 miles an hour. The fastest long-distance trains in germany are the Berlin to Hanney. 172.12 miles, at 50.22 miles an hour, in spite of the heavy grades in crossing the Thuringian Mountains. Other long runs without stop as a Berlin to Hanney. 174.12 miles at 50.27 miles an hour, in spite of the heavy grades in crossing the Thuringian Mountains. Other long runs without stop as a f

Answered.

"Oh, Willie, Willie," cried a teacher to a hopelessly dull pupil, "whatever do you think your head is for?"

Willie, who evidently thought this another of the troublesome questions that teachers are always asking, pondered it deeply. "Please, miss," he replied at length, "to keep my collar on."

—Youth's Companion.

Corrected.

A wealthy American girl was attend.

Corrected.

A wealthy American girl was attending a social function at a country house in England.

"You American girls have not such healthy complexions as we have," said an English ducless to the girl. "I always wonder why our noblemen take a fancy to your white faces."

"It isn't our white faces that attracts them." responded the American; "it's our greenbacks."—Judge.

Post—Your rich uncle was set upon by a bulk process of the process

UNFAIR METHODS TO

Improvement in Conditions Under Which Local Manufacturers Have to Deal With Navy Promised.

JOBBERS CLAIM DISCRIMINATION

Ouestion Taken Up With Acting Secretary Winthrop by United States Senator Wesley L. Jones.

Improvement in the conditions under which local manufacturers and jobbers bid for naval supplies is promised in a communication addressed to United States Senator Wesley L. Jones by Beekman Winthrop, acting secretary of the navy, and forwarded by the senator to Secretary C. B. Yandell, of the New Seattle Chamber of Commerce.

Complaint was made recently to the chamber by several local firms of apparent discrimination against Seattle houses by the naval authorities in the purchaseof supplies, and Secretary Yandell asked Senator Jones to investigate. One of the things desired was that when supplies are advertised for delivery to the Puget Sound Navy Yard, the bidders should be allowed to bid on such delivery only and not also for delivery at the Mare Island Navy Yard. This change is likely to be made.

Winthrop Discusses Case.

Winthrop Discusses Case.

the government before it leaded its final point of delivery.

Storehouse at Mare Island.

"The storehouse is at Mare Island, and there are officials on duty qualified to examine samples. Similar provision at the Puget Sound navy yard would necessitate the duplication of these officials.

"The bureau of supplies and accounts will endeavor in future advertisements to name definite quantities of supplies to be purchased for delivery at the Puget Sound navy yard, as far as practicable, it not being desired to call for delivery at that yard of any quantity of supplies in excess of the quantity actually required for issue."

In forwarding this communication to Secretary Yandell, Senator Jones asks for further advices, and these will be forwarded after the trustees have considered the reply of the navy department.

LORIMER SPEECH TO BE MADE TOMORROW

WASHINGTON, Friday, July 5.— Senator Lorimer, junior senator from Illinois, will deliver his address on his own case before the upper chamber toown case before the upper champer tomorrow.

The senator waved his right to speak
today, giving way to the naval appropriation bill, which, otherwise, would
have been held up.

The Lorimer case rapidly is approaching its last stages. The Senate has
agreed to vote on it finally on the
"Legislative day of July 6," but as many
speeches are to be made, the vote probably will not be reached before the middle of next week.

NATIONAL CONVENTIONS BILL BEFORE CONGRESS

WASHINGTON, Friday, July 5.—
Representative Norris, of Nebraska, progressive Republican, today introduced a bill which he declared would remedy the evils of presidential primaries. The Norris bill provides for a national convention for each party on the fourth Monday in June in every presidential year. In the convention each state's representation would be based on the party's strength in the state.

Delegates to the convention would be elected at primaries to be held the first Tuesday in May, the result of the primaries being certified by state officials to the secretary of the interior, who would canvass the votes.

Voters would express a first and second choice for presidential candidates and the candidate having a majority of the first choice votes as canvassed by the convention in regard to the nominee would be necessary, unless none of the candidates received a majority, in which case the convention would nominate.

The bill would not go into effect until its plans had been accomplished and least twenty states.

SENATE PROVIDES FOR

SENATE PROVIDES FOR TWO NEW BATTLESHIPS

WASHINGTON. Friday, July 5.—By a vote of 42 to 12, the Senate today adopted an amendment to the naval appropriation bill providing for two new battleships.

FORMER PREMIER YI **ESCAPES ASSASSIN**

Slips Off Vessel While Man Who Threatened Life Takes Sea Voyage.

TIENTSIN. Friday, July 5.—Tang Shao Yi, the former premier in the Chinese Republican cabinet, cleverly gave an alleged would-be assassin the slip today and remains here for the moment in temporary safety while his would-be slayer is on board ship on the way to Shanghal.

Tang Shao Yi, with his family, already were on board the steamer when the former tastad, Chang Chun, approached and introduced a friend named Wang Cheng Ilsiang. The latter promptly covered Tang Shao Yi with two pistois and demanded to know why he had run away from Nanking. Tang Shao Yis explanation was outwardly well received by Wang Cheng, who, however, announced that he intended to accompany Tang Shao Yi to Shanghai.

Wang Cheng then retired to his berth, and as seon as his back was turned Tang Shao Yi and his family sought safety by slipping off the steamer and roturning to land, The steamer departed almost immediately for Shanghai.

Stung! Kind Old Lady-Well, my boy, what

Rind Old Lady—Well, my boy, what is the matter?

Boy—Muvver sent me for 5 cents' worth of soap, and I've lost the 5 cents, Kind Old Lady—Well, never mind; there's 5 cents for you. How did you lose it?

Boy—Playing pitch and toss.

To appreciate a worthy and commendable trait is the next best thing to possessing that trait.

\$150,000 DEVELOPIMENT BE GIVEN ATTENTION | FUND WELL ON ITS WAY

With Banks Yet to Be Heard From, Subscriptions to Be Used for Seattle's Good Reaches \$20,650.

SATISFACTORY RESULTS IN CHAMBER'S EFFORTS

Big Part of Required Sum Will Be Pledged When Large Commercial Concerns Have Been Heard From.

With the Scattle banks yet to be heard from, subscriptions to \$150,000 community development fund of the New Scattle Chamber of Commerce already total \$20,550, and in addition to the banks meny big commercial concerns have indicated their willingness to contribute, but have not yet decided definitely upon the exact amount of their subscriptions. When these contributions are announced, a big part of the required sum will have been pledged. The work of soliciting subscriptions is being done systematically, the probable contributors being grouped in classes and approached in turn. Those in charge of the raising of the fund are satisfied with the progress being made, and that the entire amount required will be pledged by the end of this month. Following is a list of the subscriptions received to date:

List of Donors.

į	To	ital for
ı	Monthly.	Year.
ı	Puget Sound T., L. & P. Co.	
ı	(Seattle division)\$250.	\$3,000
ı	(Seattle division)\$250. Seattle Brewing & M. Co., 150	1.800
ı	Times Investment Co 100	1,200
ı	Frederick & Nelson 100	1.200
ı	Bon Marche 100	1,200
١	Hemrich Bros. Brewing Co. 50	600
۱	The Ind. Brewing Co 40	480
ı	Claussen Brewing Co 35	400
J	Lowman: & Hanford 25	300
l	Schwabacher Bros 100	1,200
١	Frye & Co 100	1,200
1		300
i	Foster & Kleiser 20	240
	Olympic Brewing Co 25	300
İ	Denny Renton Clay & C. Co. 50	600
į	New Washington Hotel 40	480
Ì	Hotel Savoy Co 25	300
	Hotel Washington Annex., 25	300
1	Rainler Grand Hotel 25	300
	Hotel Butler Co 25	300
	Seattle Hotel 25	300
	Palace Hotel 12.50	
į	Frye Hotel 25	300
ì	Crane & Co 50	600
	Albert Hansen 100	1,200
į	Standard Furniture Co 100	1,200
ı	Augustine & Kyer 50	600
ı	Panton & London 25	300
Į	J S Graham Co 25	300

Mireless Telegraph in 1869.

Interest has been revived in the claims of Dr. Mahlon Loomis to the invention of wireless telegraphy, says The Springfield Mass. Republican. Ho was born in 1826 and died in 1885, and on July 30, 1872, he took out a patent for an invention made in 1885, involving, it is now claimed, every principle of the present wireless telegraph. As to the soundness of his claims courts and scientists may be left to judge; nor is it needful for the present purpose to verify the statement that Congress granted him \$50,000 in a special bill signed by General Grant in 1873 and that he never received the money. But friends of Dr. Loomis have sent up a quotation from The Republican of 1869 which can be reprinted now without mind and with considerable amusement. This is what The Republicaniand, the world at large thought of with the sent of telegraphy which he thinks he has discovered seems rather to have staggered the science of some senators. Mr. Summer, who presented the petition, said he did not know whether it was moonshine or very important. Mr. Wilson thought it best not to sneer at it, as some great men had laughed prematurely when the present magnetic telegraph was proposed. Mr. Pomeroy, of Kansas, never so happy as when voting money into somebod's pocket, entusiastically, supported the Loomis scheme.

As Loomis' petition, gtates that he proposes to dispense with wires, and itself the earth for one-half his druth as the earth for one-half his druth as the fearth for one-half his druth as the fearth for one-half his druth. Scheme.

As Loomis' petition, gtates that he proposes to dispense with wires, and insert he earth for one-half his druth as the earth for one-half his druth. As conditions in the season to suppose the couple of telegraph instruments, for instance, in order to test the practicability of his idea. We do not quite see how he will hitch onto the upper electrical element, unless he does it by increasing the hearth for one half his druth have an entire to be said today to an invento

Gold Production in the Transvaal.

Gold Production in the Transvaal.

The Rand mines have produced over a billion dollars' worth of gold in the past twenty-six years and are now yielding nearly \$290.090,000 worth annually. The grade of ore nined is diminishing while the annual tonnage crushed is increased. The net result is an augmentation to the net profit. It costs \$4.29 per ton to produce the gold and the average value of the ore mined is about \$6.80 per ton. Mining profits average, therefore, about \$2.50 per ton. The influence of increasing tonnage and diminishing ore values upon the Rand afford interesting studies. There is no doubt regarding the continuation of the gold-bearing bankets at depth. At a depth of 7.000 feet the rock temperature is about 97½ Pahrenheit and, with edicient ventilation, the workings could be kept cool at that level. Deep mining, consequently, will be controlled only by the gold-bearing formations be worked to a vertical depth of \$,000 feet, and estimating on an average annual return of \$200,000,000 gold, it will be possible for the next thirty-five years. It is probable, however, that some of the prospecting operations may being carried on both in the Eastern and Western ends of the banket may result in opening up new gold-bearing ground that will prolong the life of the lad the period of at least thirty-five years. In the south African mines will continuate yield large quantities of gold for transvala mines in the past will in except the profite, 20 cents a bundle.

Of D PAPERS for sale at The Time office, 20 cents a bundle.

OLD PAPERS for sale at The Time office, 20 cents a bundle.

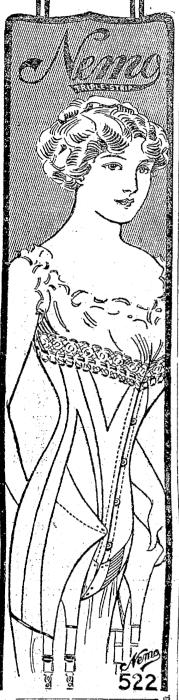
Plain Corset Talks WISE WOMEN

(No. 4) Don't forget that there's a Nemo Corset for every figure. If you have worn a Nemo, and didn't like it, you may be sure that you didn't select a model suitable for your figure; or you tried to wear a size too small

Which is always a mistake.

Nemo Corsets do things; so they MUST be worn in the right model and the right sizethen no other corset is so com-fortable, durable and stylish

Be a Wise Woman! Select a Nemo that SUITS and FITS you. Then you'll always be a Nemo wearer.



SELF-REDUCING

For Example:

Here's a corset (No. 522) that has no rival for a figure which needs perfect abdominal support from underneath. It insures splendid style with complete ease.

But if you wear it in a size too small, it may be uncomfortable and even painful.

That's not the fault of this splendid corset. It's just somebody's carelessness.

With Improved Bandlet No. 522—medium bust \$5.00

These corsets have brought health to a host of women and saved thousands from the surgeon's knife. Yet they are perfect STYLE corsels.

OTHER NEMOS For STOUT Figures self-Reducing—with

Hip-Confining Bands: No. 319—low bust No. 321—medium

Auto-Massage Device:
No. 353—low bust
No. 354—medium
No. 355—high bust

Limshaping Extensions:
No. 406—low bust
No. 408—medium }\$4.00 New "In-Curve Back:"

No. 506—low bust \\$5.00

Be a Wise Woman! —and deal only with stores that will show you a NEMO when you ask for it. (B) KOPS BROS., Mfrs., New York



FROST SAYS BOLTERS **ROB SOCIALIST PARTY**

Republican Nominee for Congressman - at - Large, De-clares Big Bull Moose Seeks Office on Stolen Platform.

DISCUSSES CAMPAIGN ISSUES AT BALLARD

Henry B. Dewey, Candidate for Like Office, Also Addresses Crowd, Advocating Early Opening Up of Alaska.

By M. M. MATTISON.

By M. M. MATTISON.

Speaking before a Republican meeting in Junction Hall, at Ballard, last night, J. E. Frost, Republican nominee for congressman-at-large, doclared that the 'bolter's' platform had been stolen from the Socialists. He chidded the big Bull Moose for his refusal to recognize the fact that the Morgan contributions for campaign purposes, had been made to his party and insisted, that the 'distinction drawn between "good" and 'bad' trusts was one devised solely for political purposes.

"The Bible says all men are liars," declared Frost, then referring to the Big Bull Moose he added: "I wonder if he has borrowed that expression from Holy Writ?"

Frost criticised the Democratic tariff

has borrowed that expression from Holy Writ?"

Frost criticised the Democratic tariff attitude and the position that Weodrow Wilson has taken in the campaign, insisting that the Democratic tariff policy would mean a return to the tight money days of the early '90s.

Henry B. Dewey, who is running with Frost as a candidate for congressmanat-large, and who divided time with him at Bahlard last night, gave most of his attention to the question of the development of Alaska. Both Dewey and Frost are committed to the immediate opening of Alaska for development.

Both Speakers Well Received.

Both Speakers Well Received.

Both Speakers Well Received.

The Republican speakers were greeted by a good crowd at Ballard and both men ware well received when they spoke. Frost said in part:

"The Socialist leaders make the claim that the platform of the big botter was largely stolen from them and a careful comparison confirms the claim. Much of it was stolen verbatim from the Socialist platform, the language not being changed even a little so as to avert suspicion of theft. The Socialists are angry, so is Bryan, who also cries. Stop thier, you are stealing my worn out thunder. angry, so is Bryan, who also ches, 'Stop thef, you are stealing my worn out thunder.'

"The bolting platform doesn't do much but heap abuse upon once dearfilends and dearer policies and promise a complete overthrow of our present system of government and the substitution of other forms, novel and untried in modern times, that repeatedly brought disaster upon the people foolish enough to try them in ancient times.

"The bolters denounce the Republican party with most bitter, invective, then continue to use the name and attempt to steal the organization in both Kansas and California.

"I sometimes wonder whether the bolting party is a party of principle or of personality. I sometimes wonder whether the bolting party would endure if in the silence of tonight, the Angel of the Darker Brink should lay his cold hand upon their leader and becken him across the river.

Questions Colonel's Sincerity.

Questions Colonel's Sincerity. Questions Colonel's Sincerity.

"I sometimes wonder whether deep down in the heart of the big Bull Moose, there really exists a deep and lasting sympathy for the oppressed of mankind. I sometimes wonder whether he believes things he says, or whether he merely hopes to stir up passions and prejudices to his own personal profit. I sometimes wonder if he is great enough to make a personal sacrifice for the good of his country, or whether he would sacrifice his country upon the altar of his personal ambition, if he thought the step necessary, works the Rull Moose would

his country upon the aftar of his personal ambition, if he thought the step necessary.

"I wonder what the Bull Moose would have had to say had J. P. Morgan contributed \$250,000 to President Taft's, campaign fund, and if after his election. Taft had forbidden his attorney-general to interfere in the merger of the Tennessee Coal & Iron Co., and during agreat financial panic had turned over to Morgan more than \$20,000,000 of the people's money to use as he pleased until the panic was over.

"The Bible says 'All men are liars.' I wonder if the Big Boiter borrowed the accusation from the Holy Writ? I wonder if he is the man who fulfills the prophecy of the great, gentle, far-seeing Lincoln who, more than half a century ago said: Genius disadens a beaten path * 2 * It scorns to tread in the footstep of any predecessor * * * It thirsts and burns for distinction; and, if possible, it will have it whether at the expense of emancipating slaves or enslaving freemen. Is it unreasonable, then, to expect that some man possessed of the loftiest genius, coupled with ambition to push it to lits utmost stretch, will at some time spring up amongst us? And when such an one does, it will require the people to be attached to the government and the laws, and generally intelligent, to successfully frustrate his designs.

Lincoln's Striking Warning.

Lincoln's Striking Warning. "Distinction will be his paramount object, and although he would as willingly, perhaps more so, acquire it by doing good as harm, yet, that opportunity being past, and nothing left to be done in the way of building up, he would set boldly to the task of pulling down." "How well the boltling chieftain fulfills this wonderfully prophetic vision. "My friends, I ask you, is a man so violent of temper, so intemperate in habit, thought and speech worthy of the faith and trust of the American people?

the faith and trust of the American people?
"The Republican party insists that the tariff he placed upon things imported, the like of which we produce at home, and which, if admitted free, would either curtail production at home or reduce the level of wages to that of the competing country. The Republican party also insists that those things produced abroad which we do not produce at home, and which are necessities of the common people, be admitted free of duty and that all those articles of luxury imported for the pleasure and use of the well-to-do, whether produced at home or abroad, be taxed.

whether produced to the common taxed.

"For instance, tea, coffee, cocoa, tananas and a thousand and one other things of common consumption are admitted free of duty, while high duties are imposed upon diamonds, laces, wines liquors, organs, etc., which are not commonly consumed or used by the common records.

monly considered of uses by the common people.

"The Democratic standard bearer has pronounced in favor of free trade, but admits that free trade policies, put inmediately into force, would be disastrous to both business and labor. He advocates taking up the tariff schedule by schedule, putting first one commodity upon the free list, then another."

Dewey Discusses Alaska.

Dewey Discusses Alaska.

Dewey devoted most of his time to the question of the immediate development of Alaska.

"This country lying to the north." he said in substance, "is destined to be transformed from a sparsely settled part of the federal domain to one of its richest and most prosperous sections. This development will come sooner or later—whether it be earlier or later will depend largely upon Congress—development may be impeded by failure of Congress to recognize the possibilities of this portion of our country.

"Today the greatest obstacle to obtaining recognition for Alaska is the lack of definite information concerning the territory and its resources. The average man, in Congress or out of it, looks upon Alaska as an lee-bound wilderness, inhabited by polar bears and Eskimos, and unsuited for higher civilization. The possibilities of Alaska, industrially and commercially, age as little appreciated, even by well-informed men, as were the possibilities of Alaska, industrially and commercially, age as little appreciated, even by well-informed men, as were the possibilities of a finnesota and the great Northwest in the days when Proctor Knott delivered his famous speech on Duluth.

"Alaska is anything but a wilderness. Its nessures are simply stupendous-mous speech on Duluth, and every form of industrial activity await only the cooperation of capital and labor and the enactment of legislation. The development of Alaska means more



Martin's Store is known to give Best Values

Gloves and Hosiery for particular women.

Best Service.



HIGH-GRADE GLOVES, HOSIERY AND UMBRELLAS 1014 SECOND AVENUE Empress Theatre Bldg.

Art Calendars Xmas Cards

Trick & Murray **ENGRAVERS** 630-632 Burke Bldg.

DANCING HIPPODROME

Pifth and University
Seattle's Dancing Palace.
10-PIECE OROHESTEA ADMISSION FREE

for Puget Sound and the state of Wash-ington than does any other question now pending in Congress."

SAYS HUSBAND SHOT

NORTH YAKIMA, Saturday, Oct. 12. Because her husband put her out of —Because her husband put her out of their home and shot at her ten times with a shotgun, Mrs. Mary Lennox sued for and was granted a divorce yesterday by Superior Judge Thomas Grady, from H. P. Lennox, a bricklayer living; on a fruit tract near Grandview. "I haven't a nickel. I had to walk two miles to get here this morning, she told the judge when he asked her if she had any money. "I haven't had a new dress in three years. This is my Sunday dress," and she looked at a worn black skirt and white waits she wore. "I have one other dress that I work in."

Is This Man Gifted With Strange Power?

Prominent People Say He Reads Their Lives as an Open Book.

Do You Want to Know About Your Business, Marriage, Changes, Occupation, Friends, Enemies or What to Do to Achieve Success?

TEST READINGS FREE TO ALL SEATTLE TIMES READERS WHO WRITE AT ONCE.



Attention of the mystically inclined seems to be centered at present upon the work of Mr. Clay Burton Vance, who, although laying claim to no special gift of supernatural powers, attempts to reveal the lives of people through the slender clue of handwriting and birth-dates. The undeniable accuracy of his delineations leads one to surmise that heretofore palmists, prophets, astrologers and seers of divers beliefs have failed to apply the true principles of the science of divination.

Asked to explain the method by which

palmists, prophets, astrologers and seers of divers beliefs have failed to apply the true principles of the science of divination.

Asked to explain the method by which he gives his delineations, Mr. Vance replied: "I have simply resurrected an ancient science and moulded it into a key to human nature."

The following letter is published as evidence of Mr. Vance's ability.

Prof. Dixon, M. A., Director Lanka Observatory, member of the "Societe Astronomische Gesellschaft," Germany, writes the following letter:

Prof. Clay Burton Vance:

Dear Sir—I duly received your letter and Complete Life Reading. I am perfectly satisfied with your Reading, it is in nearly all the items as exact as it could possibly be. It seems strange that you should refer to my suffering from throat trouble. I have just had a bad attack and usually have it two or three times per year. I shall certainly recommend you to my friends who desire a Life Reading.

Arrangements have been made to give free test Readings to all readers of Tho Times, but it is especially requested that those who wish to avail themselves of this generous offer make application at once. If you wish a delineation of your own life, if you wish a true description of your characteristics, talents and opportunities, simply send your full name, the date, month and year of your birth (state whether Mr. Mrs. or Miss), and also copy the following verse in your own handwriting.

"Your power is marrelous So people write.

Are my prospects bright?"

Send your letter to Mr. Clay Burton Vance, Suite si3-D, Falais Royal, Paris, France. If you wish you may enclose 10 cents (stamps of your own country) to pay postage, clerical work, etc. Please root of the close coins or silver in your letter,

MURPHY ATTACKED BY DEMOCRATIC OPPONENT

Custer Refers to Thuna Case in Denouncing Attitude Assumed by Occupant of Prosecuting Attorney's Office.

ASSAILS POLICY OF REPUBLICAN OFFICIAL

Declares He Would Not Favor Such Man if Thereby Able to Obtain Evidence on Which to Convict Satan.

In a speech last evening before the Wilson and Marshall Club of the Seven-ty-seventh Precinct, George "A. Custer, Democratic candidate for prosecuting attorney, declared for a high standard of efficiency in the conduct of the office. He said."

torney, declared for a high standard of defficiency in the conduct of the office. He said:

"I promise the people of King County that during my administration the office shall be conducted according to the highest standard of efficiency. We shall, for example, follow out the constitutional requirement that the accused be given a speedy trial. We shall see that offenders are brought to trial within the time prescribed by law and that the tax-payers of King County shall not be put to the expense of needless appeals to the supreme court.

"Within the last two or three days the public press has been commenting upon the fact that the notorious Peier Miller is about to escape imprisonment. You have read the facts. They are these:

"John F. Murphy failed and neglected."

four nave root these:
"John F. Murphy failed and neglected to bring the charge against Peter Miller for trial within the time prescribed by

for trial within the time presence a law.

"The matter came before Judge James T. Ronald for hearing on a motion by the defendant to dismiss the case for this reason. Judge Ronald held, and rightly so, that the defendant Peter Miller had not been brought to trial within the sixty days as provided by law, and that the delay was due to no fact the defendant Peter Miller.

"The matter of the defendant Peter Miller."

burphy's Embarrassing Position.

The result is that John F. Murphy finds himself in this embarrassing predicament—he must either turn, this man loose upon society or put the tax-payers of King County to the needless and reckless expense of an appeal to the supreme court of the state of Washington.

man loose upon society or put the taxpayers of King County to the needless
and reckless expense of an appeal to the
supreme court of the state of Washington.

"So much for the efficiency of the
present administration, I feel that I ought
to tell you something about the 'white
slave traffic. The federal government is
starting a movement through grand
jurles to stamp out this horrible traffic
which enslaves ignorant, homeless and
defenseless women, especially the
strangers who come to our shores. The
traffic is well organized. The guilty are
hard to ferret out, and it is almost impossible to obtain evidence sufficient to
assure a conviction.

"There was once in our midst—plying
his trade and debauching our young
womanhood—one Max Thuna, master of
that awful traffic, manager, manipulator and king of the 'white slavers.' He
was apprehended, tried, convicted and
sentenced. He tried to get a pardon
For some reason, as yet unexplained,
John F. Murphy, the officer charged with
the duty of seeing that the judgment of
the law was executed, signed a petition to the governor of the state of
Washington asking the unheard-of and
astounding favor of a pardon for this
greatest of all criminals.

"The eyen asked the judge who tried
the case to sign the petition and he said,
"Mr. Murphy, if I signed that petition' I
never could go home and look my familly in the face again.

"Why did John F. Murphy assist this
man to escape? Why did he turn him
loose in our midst and thereby give him
another opportunity to continue his awful trade? Was it friendship for the
man? God forbid. Was it because he
does not belleve such a man should be
punished? Impossible. For what reason, then?

"Mr. Murphy tells us it was in order
that he might use the fellow for a stool
pigeon. Is that a reason? Could he possibly catch a greater criminal? Was it
proper to turn him loose when he was
safely incarcerated and by his help try
to catch another criminal? How could
there be a reason for such conduct?

"And yet, men and women of King
Count

Never Will Sign Petition. Never Will Sign Petition.

"I promise you, men and women, that I shall never sign a petition for the pardon of a white slaver; no, not even if he can furnish me evidence upon which I could convict Satan himself.

"I think the people of King County are opposed to such conduct in public office. I promise that when elected I shall be the people's lawyer and that no shail be the people's lawyer and that no man shall be so great that I would not enforce the law against him and no man so humble that I would not see him, talk, with him and protect his rights."

You Can Bank Ca ZEMO. the New Cure for Eczema!

A 25c Bottle Will Prove It Absolutely. Your skin will revel with joy the moment you apply the new remedy. ZEMO: "Glory, but isn't it great!" ZEMO is a liquid. You rub it on the affected part, it sinks right in, and



"One Guessi Is My Eczema Gone? YES. You

with I Used ZEMO!"
then it's goodbye to every eczema sore, to all eczema pain, to pimples, blackheads and blotches, rashes, sores and prickly heat. Yes, they all go; they've got to go. Look in the mirror a few days after and you will realize that you have the greatest skin remedy ever known, in your possession. And how clear, smooth and spotless it leaves the skin! ZEMO is a marvel of freshness after shaving. Dandruff disappears too. ZEMO is safe, absolutely.

Use ZEMO for irritated, raw and in-

pears too. ZEMO is safe, absolutely.
Use ZEMO for irritated, raw and inflamed skin; for cuts, sores and hives
and feel the difference at once. Children especially who suffer from skin
affliction will go wild over it.
ZEMO is sold at drug stores, in Z-cent
and \$1 bottles, or sent direct, on receipt of
price, by E. W. Rose Medicine Co., St. Louis,
Mo. Just try a 2S-cent bottle first, and
then, when you have proved its merits, get
a \$1 bottle, which contains six times as
much as the 25-cent bottle.

Zemo is sold by druggists every-where, and in Seattle by Swift's Drug Store, corner Second Avenue and Pike; Owl Drug Co., Bartell's Five Drug Storage



STYLE 14, BUSH & LANE PIANO, (Patented).

The Tone of a piano is the main point upon which you should base your judgment of its worth. Tone is found pre-eminently in the

Bush & Lane Piano

To be sure, Bush & Lane case designs have been so successful that other manufacturers have had to be prevented, by patents, from using them. But the Bush & Lane Tone Quality cannot be copied. It is the result of a life-time of study by one of the master minds of the piano industry.

> Tone is the foundation of the great success of the Bush & Lane Piano

Whether you are a purchaser or not you should come into our store and hear that much talked of

"Bush & Lane Tone."

Wholesale Bush & June Pianu Co., Retail

Seattle Store, 1315 Third Ave.

NEW DEMURRAGE RULES SERVED ON RAILROADS

Reciprocal Feature Designed to Protect All Shippers and to Relieve Car Shortage in Washington.

The public service commission of Washington yesterday promulgated and served upon all railroad companies in the state reciprocal demurrage rules, designed to relieve car congestion and to protect all shippers in the state. These rules, imposing penalties upon the carriers for failure to furnish cars, will, it is believed, stimulate the railroads to greater efforts in supplying cars for shippers and in forcing release of cars held by certain shippers for storage and other purposes.

The commission has received many requests from shippers in the last few weeks urging the early announcement of rules of this character. Briefly summarized, the reciprocal demurrage rules announced by the commission profession in which to furnish the cauliment, except at terminal points where cars must be furnished within three days;

(1) That all railroads must furnish cars or the receipt of the application in which to furnish the cauliment, except at terminal points where cars must be furnished within three days;

(2) It is obligatory upon carriers to transport freight offered for shipment at a rate of not less than fifty the shipper as to the exact day and date upon which the car or cars will be placed for loading. For failure to furnish cars or give notice the railroad company must pay to the shipper ror failure on the part of carriers to comply with this requirement.

(2) It is obligatory upon carriers to transport freight offered for shipment at a rate of not less than fifty miles per day, except on certain branch lines and in case of irregular service. Reciprocal demurrage charges are required, within twenty-four hours after arrival of same. Delay in placing numbers, letters and motice on the part of carriers are required to place loaded cars at an accessible place for unloading within twenty-four hours after arrival of same. Delay in placing numbers, letters and motice on the part of cars for unloading within twenty-four hours after arrival of same. Delay in placing numbers are required with reference to the application of the

mission, commenting upon the demurrage rules, said:

"These rules in our judgment are fair and reasonable and will afford the same protection to shippers which the denurrage charges now imposed by the carriers afford them. These rules are promulgated in response to a wide-spread demand and will tend to relieve car congestion in the state and expedite the prompt movement of freight. The rules will become operative and effective on and after November 5, 1912."

ALBERTSON ENJOINS SNOHOMISH PLANT

Pertilizer Pactory Ordered to Cease Operations Because of Too Much Generosity in Its Odors.

Generosity in Its Odors.

August Hensgren, by the terms of an order signed by Judge R. B. Albertson, in the superior court, will be enjoined from further operating his fertilizer plant at Wells' Point, just across the Snohomish County line.

In a complaint filed by Deputy Prosecuting Attorney R. H. Evans, at the request of King County citizens, it is alleged that the odors are so obnoxious as to constitute a menace to health within this county.

This is the first time in many years that a King County judge has taken judicial cognizance of an alleged nuisance of this character originating in another county.

Piles Quickly **Cured at Home**



Pyramid Pile Remedy Has Made tha World Glad.

Mony a bad case of piles has been cured by just a trial package of Pyramid Pile Remedy. It always proves its value and you can get the regular size 50-cent box from any druggist, but be sure you get the kind you ask for Simply send your name and address to Pyramid Drug Co., 446 Pyramid Bldg., Marshall, Mich., and you will receive a sample package of the great Pyramid Pile Remedy in plain wrapper, by return mail, all charges prepaid. Save yourself from the surgeon's knife and its torture, the doctor and his bills. Pyramid Pile Remedy will do it, and thousands of testimonials tell you emphatically it is the world's remedy for piles.

Strong Indication

of this Bank's stability is its board of real directors. By real, we mean men who direct -sound in judgment, experience and integrity, who are rigid in their supervision of the Bank's affairs as required by the laws of the United States Government. The board includes J. Furth, chairman; E. G. Ames, E. W. Andrews, R. V. Ankeny, Herman Chapin, Daniel Kelleher, J. W. Spangler and F. K. Strave.

> The Seattle National Bank

Second at Columbia

ALL YOUR WANTS SUPPLIED

READ THE TIMES WANT PAGES